

AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 17.]

NEW YORK, APRIL 23, 1881.

[Whole No. 2,348, Vol. LIV.]

SUNDAY AND THE RAILROADS.

One of the ablest presentations of the question of running Sunday trains that has yet been given to the public from the clergy, was contained in a sermon delivered by Rev. T. T. Munger, on Fast Day, April 7th, at the Congregational Church, North Adams, Mass. Mr. Munger, who is widely known not only as a preacher but as a successful author, is one of New England's eminently practical men and his ideas spring from a mind in no manner narrowed by petty bigotry, but instead are the product of a well balanced, sound and healthy liberality. His views on the Sunday question are those which in the main are endorsed by the leading railroad men of the country, who with him would rejoice at a general cessation of Sunday work on the railroads and would encourage any worthy means tending to make it possible by any wise adjustment of necessities, public demands and transportation requirements. Perhaps the sermon may have been inspired in a measure by local influences, for North Adams, known as the "Tunnel City," being near the Hoosac Tunnel and growing rapidly into an important railroad center, has heard much of the Sunday train question, which of late has been agitated considerably in Massachusetts. What is asked for up there by the tunnel roads, however, is not so much an increase of Sunday liberty as less discrimination in favor of other roads. The tunnel roads have asked for only such privileges as by the most scrupulous must be considered actual necessities; privileges applying to important and needed through trains. By the way, Mr. Munger's allusion, in the quotations below, to the manner in which three great roads running out of Chicago manage to do away as much as possible with Sunday work, is an illustration of the many merits that are to be found after all in the poorly understood pooling system. We make the following extracts from the sermon:

"The determining factor in American society is the railroad. It has made the country what it is; it determines the forms of business; it imparts its essential character to society; it stands at the head, and governs the

methods and details of every occupation. The cotton-spinner in New England, the cattle-herder in Colorado, the farmer in Iowa, the wood-chopper in Maine, the capitalist in the city, the operative in every mill—all receive their direction—the character and complexion of their lives from the railroads. I do not think it an exaggeration or extravagance of speech, to say that the destiny of the country lies in the railroad system. It is our largest factor and the largest always dominates.

* * * * * The system of long routes and through transit seems to render it inevitable that trains should run on Sunday. A company of business men leave New York on Saturday for Chicago, or St. Louis, or Omaha; shall they stop over Sunday on the summit of the Alleghany in mid winter? A freight train of live stock leaves Chicago the latter part of the week; shall it stop twelve or twenty-four hours where Sunday overtakes it? A train of perishable fruit, whose value consists in reaching the market within thirty hours—shall it not start on Saturday? Providence, having ripened the fruit on Saturday, would seem to say yes, it must go then or not at all. Milk is a necessity; shall no milk trains be run on Sunday? Great freight trains, manned by five or six men only, are on long routes; shall they lie still on Sunday wherever they are, requiring still the supervision of a part of the force? Shall friend summoned to friend in dying sickness, not have the means of going?

"These are hard questions to answer, still not so hard as they are made to appear. And strange as it may seem, the answers most favorable to an observance of the Sabbath come from railroad managers. I do not mean second-rate and third-rate and fourth-rate railroad men, the men who echo the demands of the stockholders and of ambitious presidents of rival roads; but the large-minded, comprehensive, far-seeing and in-seeing managers of our great roads. I do not say that these men would do away with all running of trains on Sunday, but that they favor its reduction to the lowest possible amount; they are opposed to Sunday traffic and Sunday trains with very severely determined exceptions. They see no

necessity for them; they see how the seeming difficulties may be overcome. They understand the necessity of a day of rest. Standing close to the matter and viewing it from within, they perceive the insidious evil of an occupation that has no rest or cessation in it. They do not believe it is economic; they understand well that it engenders a social, and physical and moral demoralization that is hurtful and dangerous. This class of railroad men of whom I speak do not believe in running trains on Sunday. One of the ablest railroad managers in the country, one whose eyes have never been blinded by the millions of capital behind him, wrote to me recently, and wrote as a railroad man and not as a moralist, 'What a blessed thing this Sunday rest is! It certainly is not one of the mistakes of Moses!'

"The question of through passenger trains between the great centers of business on the Atlantic coast and the Mississippi valley, bring the severest test to the principle of Sabbath observance. Shall a three days' journey involve a stop of twelve hours? Shall the mails stop, and cease to start on the Sabbath? Is there no plea in the fact of the frequent summons to sick friends or children? I drive to the next town to see my dying friend; shall I not ride to the next city or next State? The contraventions are so great, the necessity and mercy often so evident, that I see no way but to acquiesce in an arrangement that otherwise would take from the business of the world more than a seventh of its time. But this should be done not as in violation of the Sabbath, but as a work of necessity, done only under a sort of compulsion, its exception and the restrictions laid upon its methods being an indorsement of the rule of Sabbath rest. It is still a question, however, if the gain to society would not be greater is even this were not allowed. From Chicago there are three great routes to Omaha. Pooling their earnings, only one of the roads in turn sends out a train on Sunday, and that simply in view of the San Francisco travel. Such a fact as this is indicative of the minds of practical railroad men; they hate the whole Sunday business."

Iron and Steel Industries.

A bulletin has been issued from the Census Bureau at Washington on the iron and steel industries of the United States, which shows the number and capacity of the blast furnaces, rolling mills, steel works, forges and bloomeries in the United States at the close of the census year, May 31, 1880, to be as follows:

Blast furnace establishments, 490; completed blast furnaces, 681; rolling mill establishments, 324; single puddling furnaces, each double furnace counting as two single furnaces, 4,319; rotary puddling furnace (Sellers'), 1; Danks' puddling furnaces, 19; hammers in iron rolling mills, 239; heating furnaces, 2,106; trains of rolls in iron rolling mills, 1,206; nail machines, 3,775; steel works, 73; Bessemer steel converters, 24; open hearth steel furnaces, 37; pot holes for crucible steel, 2,691; trains of rolls in steel works, 136; hammers in steel works, 219; forges and bloomeries, 118; forge and bloomery fires, 495; Siemens' rotator, 1; hammers in forges and bloomeries, 141; daily capacity of blast furnaces in net tons, 19,248; daily capacity of rolling mills in net tons, 16,430; daily capacity of Bessemer steel converters in net tons, 4,467; daily capacity of open hearth steel furnaces in net tons, 827; daily capacity of crucible steel works in net tons, 445; daily capacity of forges and bloomeries in net tons, 520.

The whole number of establishments in 1880 was 1,005. In 1870 it was 808. The percentage of increase in the ten years was 24.38. The size and capacity of the establishments were, however, much greater in 1880 than in 1870. As the capacity of blast furnaces only was given in 1870, no complete data are available for a comparison of the capacity of all the works in the two periods. The daily capacity of the blast furnaces in 1870 was 8,357 tons, and in 1880 it was 19,248 tons, an increase of 130.32 per cent.

The whole amount of capital invested in the iron and steel industries of the United States in 1880 was \$230,971,884; in 1870 it was \$121,772,074; increase, \$109,199,810, or 89.68 per cent.

In 1870 there were twenty-five States engaged in the manufacture of iron and steel. Of these South Carolina does not appear in the statistics of 1880. Its total production in 1870 did not aggregate 500 tons. The iron industry in this State has been practically abandoned.

Since 1870 three States have for the first time engaged in the manufacture of iron, namely, Colorado, Kansas and Nebraska; also two Territories, namely, Utah and Wyoming. Utah did not, however, make any iron in 1880. It made a small quantity in each of the years 1874, 1875 and 1876, and it will make a larger quantity in the near future.

California and Washington Territory have made arrangements since the close of the census year 1880 to manufacture iron.

New Hampshire made iron many years ago, but it does not appear in the statistics for 1870. It appears in the tables for 1880.

Oregon and Texas each built a blast furnace in the decade preceding the census year 1870, but they did not make any iron in that year. They appear, however, in the statistics of production for 1880.

The District of Columbia once had a blast furnace in operation, but in 1870 it had no iron industry whatever. In 1880 the United States Government owned and operated a small rolling mill at the Washington Navy Yard.

Minnesota appears in 1880 for the first time among iron manufacturing States, but its statistics relate only to the preparations that have been made to embark in the business.

Thirty States, the District of Columbia and Wyoming Territory actually made iron in 1880. Twelve States made over 100,000 tons each in 1880.

Pennsylvania, which for more than a hundred years has been the leading iron-producing State

in the Union, made in 1870 a fraction over 50 per cent of the total product, and in 1880 it made a fraction over 49 per cent. At both periods its prominence in the production of iron and steel was virtually the same. From 1870 to 1880 it increased its production 97 per cent., or from 1,836,808 tons to 3,616,668 tons, while the whole country increased its production 99 per cent., or from 3,655,215 tons to 7,265,140 tons.

Ohio was the next State in prominence in 1870, and it held the same rank in 1880. In the former year it produced 449,768 tons, and in 1880 it produced 930,141 tons—an increase of 107 per cent.

The third State in prominence in 1870 was New York, and it maintained this rank in 1880, but its growth fell far below that of its two sister States above mentioned. In 1870 it produced 448,257 tons, and in 1870 it produced 598,300 tons—an increase of 33 per cent.

New Jersey was fourth in rank in 1870, producing 115,262 tons, but it was fifth in 1880, although in that year it produced 243,860 tons, an increase of 112 per cent.

The fourth place in 1880 was taken by Illinois, which produced in 1870 only 25,761 tons, while in 1880 it produced 417,967 tons, an increase of 1,522 per cent. Maryland ranked fifth in 1870, producing 95,424 tons in that year, while in 1880 it produced only 110,934 tons, an increase of 16 per cent, causing it to drop to the twelfth place.

The sixth State in rank in 1870 was Missouri, with a production of 94,890 tons, which was increased to 125,768 tons in 1880, or 33 per cent, giving it the tenth place in that year.

Michigan increased its production in the ten years from 86,679 tons to 142,716 tons, or 65 per cent, taking the eighth place in rank in 1880.

Wisconsin increased its production from 42,284 tons to 178,935 tons, or 324 per cent, giving it the sixth place in 1880.

Indiana produced 64,148 tons in 1870 and 96,117 tons in 1880, an increase of 50 per cent.

Of the New England States, Massachusetts shows the greatest growth in the ten years, increasing from 86,146 tons in 1870 to 141,321 tons in 1880, or 64 per cent., placing it ninth in rank.

Astonishing progress was made in the ten years in several Southern States. West Virginia increased its production from 72,337 tons to 147,487 tons, or 104 per cent., giving it the seventh place in 1880. Alabama increased from 7,060 tons to 62,936 tons, or 792 per cent. Georgia increased from 9,634 tons to 35,152 tons, or 265 per cent. Tennessee increased from 34,305 tons to 77,100 tons, or 125 per cent. Kentucky increased from 86,782 tons to 123,751 tons, or 43 per cent, placing it eleventh in rank in 1880. Delaware increased from 8,307 tons to 33,918 tons, or 308 per cent. Virginia increased from 37,836 tons to 55,722 tons, or 47 per cent.

All the States which made iron or steel in 1870 increased their production in 1880, except Maine, North Carolina and South Carolina.

The Central and Southern Pacific Railroads.

The Central and Southern Pacific Railroad Companies, by their agents and auditors, appeared before the State Board of Equalization at Sacramento, Cal., on the 6th inst., and filed sworn statements by the Secretaries of the companies, of the values of property, and supported the same by proofs, by the testimony of Charles Cadwalader, C. A. Grow and E. B. Ryan, and by filing bills of cost of locomotives. The statements were as follows:

Southern Pacific Railroad—Length of road in California, 711.61 miles; in San Francisco, 7.36; San Mateo, 25.10; Santa Clara, 59.80; Santa Cruz, 2.15; San Benito, 17.65; Monterey, 49.28; Fresno, 17.93; Tulare, 61.98; Kern, 117.83; San Bernardino, 54.60; San Diego, 158.85. Rolling stock, 48 locomotives, \$249,600; sleeping car, \$3,000; 43 passenger cars, \$51,600; 31 emigrant cars, \$31,000; 18 baggage, express and mail cars, \$10,400; 6 caboose cars, \$4,500; 563 box freight

cars, \$225,200; 367 flat freight cars, \$91,750; 223 dump, hand, section and all other cars, \$11,450; total, \$678,500. Franchise, 711.61 miles, \$25; roadway and roadbed, \$884,518 50; rails, \$3,412,402 05; rolling stock, \$678,500. Grand total, \$4,975,446 45. Total value per mile, \$6,992 79. Annual gross earnings for entire railroad for year ending December 31, 1880, \$1,018,844 (all in California).

Central Pacific Railroad—Length of railroad in California, 602.22 miles; San Francisco, 4; Alameda, 83.62; Santa Clara, 8.50; San Joaquin, 56.75; Sacramento, 41; Placer, 112.75 Nevada, 80.25; Sierra, 2.15; Yuba, 15.87; Butte, 10; Butte, 45; Tehama, 40.64; Shasta, 18.80; Stanislaus, 22.63; Merced, 36.75; Fresno, 61.06; Tulare, 12.65. Rolling stock, 112 locomotives, \$634,400; 12 sleeping cars, \$36,000; 87 passenger cars, \$121,800; 65 emigrant and smoking cars, \$65,000; 32 baggage, express and mail cars, \$25,600; 44 caboose cars, \$30,800; 1,629 freight box cars, \$651,600; 1,290 flat freight cars, \$822,500; 860 dump, hand section and all other cars, \$25,800; total, \$1,913,500. Franchise, \$25; roadway and road bed, \$1,018,019 50; rails, \$3,418,421 60. (Rolling stock, \$1,913,500.) Grand total, \$6,844,966 10. Annual earnings for the year to January 1st, 1881; gross earnings for entire railway, 2,654.95 miles, \$20,508,112 88. Proportionate annual gross earnings of the railroad in the State \$12,119,482 69.

California Pacific Railroad—Length of road, 112.50 miles. Rolling stock, \$132,200; franchise, \$25; roadway and roadbed, \$156,161 25; rails, \$466,180; grand total, \$754,566 25. Annual gross earnings to March, 1881, and proportionate earnings (leased to Central Pacific Railroad and included in Central Pacific Railroad statement.)

Sacramento and Placerville Railroad—Length of road, 48.50 miles. Rolling stock, \$47,400; franchise, \$25; roadway and bed, \$56,195 05; rails, \$138,710; grand total, \$242,330 05. Annual gross earnings to March, 1881, \$124,800 45—all in California.

San Pablo and Tulare Railroad—Length of road, 46 miles. No rolling stock; franchise, \$25; roadway and bed, \$61,614 30; rails, \$230,920; grand total, \$292,559 30. Earnings in Central Pacific Railroad statement, as it is leased to that company.

Northern Railway—Length of road, 114.30 miles. No rolling stock. Franchise, \$25; roadway and bed, \$162,019 25; rails, \$573,786; grand total, \$735,830 25. Earnings in statement of C. P. R. R.

Stockton and Copperopolis—Length of road, 44.63 miles. Rolling stock, \$32,900; franchise, \$25; roadway and bed, \$48,292; rails, \$166,916 35; grand total, \$248,133 35. Earnings in statement of C. P. R. R.

Amador Branch—Length of road, 27 miles. No rolling stock. Franchise, \$25; roadway and bed, \$29,439 50; rails, \$112,860; grand total, \$142,324 50. Earnings in statement of C. P. R. R.

Contracts were awarded in Knoxville, Tenn., on the 19 inst., to five companies out of the thirty-nine which bid on the Knoxville and Ohio Railroad to complete it to the Kentucky State line. Eight sections were awarded to J. M. Condon & Co., of Knoxville; four to J. D. Offutt, of Tennessee; two to Martin Shea, of Knoxville; two to Myer, Hay & Co., of Shelbyville, Ky.; and two to J. L. Offutt, of Knoxville. Work will begin immediately and will be pushed with all possible speed.

The Newcastle and Franklin railroad, thirty-six miles long, was sold under the hammer at Newcastle, Pa., on the 13th inst., for \$775,000. Thomas P. Simpson, representing the Buffalo, Pittsburg and Western Railroad, being the purchaser.

AMERICAN Railroad Journal

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

No. 23 LIBERTY STREET, NEW YORK.

JOHN H. SCHULTZ - - - President.

Subscription, per annum, in advance.....\$5 00
Foreign Subscription, including postage..... 6 00

BRANCH OFFICE:

48 Congress St., Boston, Mass.

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, London, E. C., England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Iron and Steel Industries.....	418
The Central and Southern Pacific Railroads.....	418
Railroads of Illinois.....	419
Organisation.....	420
Personal.....	420
Underground Wires.....	421
Philadelphia and Reading Railroad Election.....	421
Houston and Texas Central Railway.....	421
Detroit, Lansing and Northern Railroad.....	422
Anthracite Coal Tonnage.....	422
Brooklyn Underground Railway.....	422
Buffalo, New York and Philadelphia Railroad.....	423
Grand Trunk Railway of Canada.....	423
Great Western Railway of Canada.....	423
American Railroad Bond List.....	424
Railroad Share List.....	432
Railroad and Canal Dividend Statement.....	440
Railroad Earnings.....	441

New York, Saturday, April 23, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

At the opening of the Monetary Conference at Paris, Tuesday, M. Magnin the French Minister of Finances was elected president of the Conference, on the motion of Mr. Evarts. The opening addresses indicate an intention of considering in a liberal spirit all plans brought before the Conference.

THE prospects for the adoption of the proposed amendment to the State Constitution abolishing tolls on the Erie Canal are not promising at the present writing. There seems to be a prevailing belief at Albany and throughout the State that what New York needs for the maintenance of her commercial supremacy, or as much of it as depends upon navigation, is not the abolishment of the present low tolls but rather a judicious expenditure in improvements upon the canal that should make a fair toll fully justifiable.

A COMPANY has issued its prospectus in London which proposes to establish a fast steamship line between New York and Milford Haven, Wales, with steamers of sufficient speed to make the voyage in seven days. As the main reliance will be upon passengers and high priced freight transportation the project

seems a somewhat venturesome one, but there are good reasons after all in these days of rapid transit and increasing ocean travel to warrant a belief in its success. The name of the new organization is the Atlantic Express Steam Navigation Company.

THE agricultural development in the Northwest, which has been so surprising during the past few years and which now appears to have created among settlers an excitement about wheat growing in Dakota similar to what has been witnessed in "mining fevers" has come from the liberality and enterprise of railroad managers. The Northern Pacific Railroad Company has not only sold land on long and easy terms with small payment down making it possible for almost any one to purchase, but also is bearing a generous part of the expense of building side tracks, placing the rails where a roadbed and ties are furnished in any section desired within four or five miles of its main line. This encouragement has led men from all departments of business to become directly or indirectly interested in farming, and in many cases with most flattering results.

As the annual report of the State Engineer on the railroads of New York, just issued, was the first one made since the passage of the Hepburn bill last year, (the additional returns demanded by which it was asserted would make revelations of such great value and interest to legislators) there is naturally a little curiosity to know how carefully the facts obtained by the State Engineer have been studied at Albany. The Herald correspondent remembering how much had been asserted in this direction and thinking, since railroad legislation is again such a prominent topic at the Capitol this season, that a test of the utility of the extra requirements would be apparent now, went to the State Engineers' office last week and inquired how many members of the Legislature had requested to inspect the returns or any of them. The answer he received was "Not one."

THE fourteen questions bearing on the subject of the management of railroads, propounded by the New York Chamber of Commerce through the means of a widely circulated letter, have received several able replies. They have given a good opportunity for the presentation of the varied phases of the railroad question and inasmuch as they have been fully discussed the public will be benefitted through having been better informed than ever before as to the principles of traffic and the arbitrary natural laws which govern railroad managers in the performance of their duties. Among the most able replies elicited is that from E. P. Alexander, Vice President of the Louisville and Nashville Railroad Company. He has gone at length into the subject and has given an ample supply of authentic illustrations to support his position, in which he asserts the true poli-

icy of the country to be, "to allow in all industries the greatest possible freedom of individual action consistent with the stability of society and the security of life and property." He makes a point of especial interest locally when he calls attention to the intense rivalry existing between several of the most important seaport cities in their efforts to draw export trade to themselves, and asks the Chamber of Commerce of New York if it is prepared to take all power away from the railroads which work in New York's interest more directly, and to have any three men invested with the power to determine what the comparative rates shall be from the West to each rival city.

Railroads of Illinois.

There were 9,294 miles of railroad track in Illinois in 1880, at the close of the year for which the State Railroad Commissioners made up their recently published report, dated in December. This includes main line, double tracks and sidings. The amount of stock held in the State is given in the report as \$7,841,700, being \$638,481 less than in 1879. The issue of stock per mile averaged for all the roads \$22,257, varying from \$750 per mile the lowest, to \$69,400 the highest. The total funded and floating debt and capital stock reported for 1878 was \$704,781,082, being \$46,279 per mile for roads reported; the total reported for the year 1880 was \$759,320,465, giving an average of \$41,147 16 per mile for roads reported. The construction and equipment account shows the average cost per mile to be \$40,309. The highest average cost per mile of standard roads reporting in that State is given in the report of the Commissioners as being the Michigan Central \$126,389 and the lowest that of the Indianapolis, Decatur and Springfield \$10,670.

During the year only 67.37 miles of new road were added to old lines, 64.37 to the Illinois Central and 3 to the Chicago, Milwaukee and St. Paul, while on new lines there were completed 279.37 miles. The equipment of rolling stock is reported for 1880, as being: locomotives 3,952, passenger cars 2,643, freight cars 100,818, being an increase in those departments of 446, 285 and 18,304 respectively. The whole number of feet of bridges built in the State was 9,921, the number of bridges being 48 of which one-half were of iron. 44 new stations were built and 424 miles of fencing. That an army of men and an army of no small dimensions, is required in the working of the gigantic railroad enterprises of Illinois, is shown from the fact that the employes of the railroads reporting there number 94,561, and their pay amounts to \$49,427,729 72; of this number it is estimated that 40,650 are employed in the State, receiving \$21,250,000.

The gross earnings from all sources reported by 50 organizations, the same number as the previous year, were \$140,949,675 63, for 1880

as compared with \$109,877,864 for 1879. The net income for 1880 was a little over 30 per cent greater than in 1879. The above refers to railroads reporting in Illinois, but of course not to operations within the State. The gross earnings in Illinois of 48 roads were \$48,461,221, as compared with \$41,189,320 in 1879. Twelve roads reported dividends in 1880 amounting to \$25,932,737 57, while the same roads reported in 1879 \$14,903,477. Only five roads reported losses in 1880. A gradual lowering of rates has taken place during the past six years until now the average in Illinois is 1.38 cents per ton per mile. By the reduction of rates as compared with those of the previous year there was saved to the shippers something over \$14,000,000; a saving that was made possible only by the skillful management of railroad men and the favoring conditions of general business.

Organization.

The Far Rockaway Beach Railroad Company filed articles of incorporation at Albany on the 15th inst., the capital being \$50,000, and the length of the road one mile and a half.

The Toledo, Delphos and Burlington Railway Company, branch line, with termini at Dayton and Lebanon, Ohio, has filed a certificate of incorporation with the Secretary of State at Columbus.

At the annual meeting of the stockholders of the Sutro Tunnel Company, held in San Francisco on the 6th inst., the following Trustees were elected: Charles W. Brush (President), William Irvine (Vice-President), F. F. Low, David Cahn, Hugh Marshall, William Johns and Joseph Aron; Treasurer, Lazard Freres; Secretary, Pelham W. Ames; Superintendent, C. C. Thomas.

The following are the officers of the Mexican National Construction Company: president Walter Hinchman, treasurer Wm. M. Spackman, assistant treasurer John Dougherty, secretary W. W. Nevin, general manager G. Clinton Gardner, purchasing agent, A. R. Roberts. The general offices are at 17 Cortlandt Street, New York.

Articles of incorporation have been filed in the office of the Secretary of State of Colorado of the Silver Cliff and Rosita Railway Company. The capital stock is \$150,000, divided into shares of \$50 each. The directors are W. I. Adams, F. H. Denman, F. E. Morse, D. D. Miller and A. B. Tuttle. The road will run from the terminus of the railroad at Silver Cliff to Rosita.

The directors of the East River Bridge and Coney Island Steam Transit Company, elected on the 18th inst., are: A. R. Culver, H. W. Sage, E. C. Litchfield, A. C. Washington, Charles Garlicks, Edward W. McGinnis, and Edward H. Litchfield. The officers are: President, A. R. Culver; Secretary and Treasurer, A. C. Washington. The Executive Committee is composed of Messrs. Culver, H. W. Sage, and E. C. Litchfield.

At the annual meeting of the Cincinnati, Wabash and Michigan Railroad Company, held in Wabash, Ind., on the 13th inst., the following Board of Directors was elected: H. B. Payne, J. H. Wade, William Bingham, C. P. Leland and W. S. Jones, all of Cleveland, O.; J. H. Defrees, Goshen, N. Beckly, Elkhart; C. Cowgill, Wabash, and A. G. Wells, Marion, Ind. John H. Wade was elected President and Treasurer. It was decided to extend the road from

Goshen north via Elkhart to Benton Harbor, Mich. and from Anderson south to Knightstown. Work will be commenced at once.

A certificate of incorporation has been filed in the office of the Secretary of State of California of Presidio and Ferry Railroad Company of San Francisco, to operate a railroad from East and Market streets to the Presidio Reservation by means of compressed air and other motive power. Length of road, seven miles. Directors, A. S. Hallidie, Albert Miller, A. W. Bowman, J. G. Kittle, James Moffitt, Robert Watt, N. J. Brittan. Capital stock, \$500,000, in 5,000 shares of \$100 each.

Articles of incorporation of the Chicago, Decorah and Minnesota Railway Company have been filed in Decorah, Iowa. The authorized capital is \$10,000,000. The incorporators are: James H. Eastman, C. E. Dickerman, A. Bradish, J. M. Green and others, of Decorah; William Larabee, of Fayette County, and E. H. Williams, of Clayton County. It contemplates building a railroad from Decorah to connect with the Burlington road at Pottsville and an extension of the same road northward from Decorah.

There have been filed with the Secretary of State of California articles of incorporation of the Eastern Quicksilver Company of San Francisco. Directors, T. A. Mudge, J. T. Coe, B. W. Mudge, C. C. Fisher, F. A. Berlin. Capital stock, \$200,000, in shares of one dollar each. Duncan Hill Tunnel Mill and Mining Company of San Francisco. Directors, Samuel Linkton, Wm. G. Crandall, L. P. Drexler, J. R. Crandall, E. W. Roberts. Capital stock, \$250,000, in shares of five dollars each.

Amended articles of association have been filed at Albany, of the New York, Lackawanna and Western Railroad Company. According to these the road is to begin at Binghamton, run through the counties of Broome, Tioga, Chemung, Steuben, Livingston, Wyoming, Genesee and Erie to Buffalo, and connect with the Suspension Bridge, with a branch from the main line through Livingston and Monroe counties to Rochester. The whole length of the road is to be 300 miles.

The directors of the Ohio and West Virginia Railroad Company, recently elected, are: Geo. C. Benham, Wm. G. Deshler, D. J. Gray, Wm. Greene, Henry Miller, Orland Smith, Charles Parrot, Samuel Thomas, C. C. Walcutt, Jas. A. Wilcox, Geo. McQuigg, J. A. Hamilton and P. W. Huntington. The officers are: President, M. M. Greene; Vice President, Orland Smith; Secretary and Treasurer, W. M. Greene. The road is reported in a flourishing condition with good business.

Articles consolidating the Chicago and Milwaukee, the Milwaukee and Madison, and the Sheboygan and Western Railway companies were filed with the Secretary of State of Illinois on the 15th inst. The name of the new organization is the Chicago, Milwaukee and Northwestern Railway Company. The capital stock of the new company is that authorized by law for its three companies consolidated. The first Board of Directors are Albert Keep, Marshall M. Kirkman, Martin L. Sikes, Augustus Schell, Marvin Hughitt, Jos. B. Redfield, Wm. L. Scott, Charles C. Wheeler and James H. Howe. The consolidation is in the interest of the Chicago and Northwestern Railway Co.

A Bankers and Merchants' Telegraph Company has been organized and incorporated under the laws of New York. The capital stock of \$1,000,000, is said to be all subscribed by bankers and merchants, principally of New York, Philadelphia and Boston. The special business of the company will be to transmit messages for the mercantile trade. Charters have also been obtained in New Jersey and Pennsyl-

vania. The company will operate twelve wires from Boston to Washington, running through New York, Philadelphia and Baltimore. Mr. W. M. Maris, of Maris & Smith, bankers, of Philadelphia, is president of the new company, and G. S. Mott general superintendent.

Articles of consolidation of the Chicago and Rensselaer and the Chicago and New York Railway companies under the name of the Chicago and New York Railway Company with a capital of \$5,000,000, were filed with the Secretary of State of Illinois on the 15th inst. The first Board of Directors of the new company are William C. Kibbe, R. S. Higgins, E. P. Cowles, John H. Gutches and Jas. E. Abbott, who are the officers in the order named. The principal office is in Chicago. The Chicago and New York Railway Co. and the Continental Railway Co., under the name of the Continental Railway Company, were also consolidated with the same combination. These consolidations were effected in June, 1873, but never filed with the Secretary of State until now. The roads run from Chicago into Indiana.

Personal.

Robert S. Brown has been appointed Louisville agent of the Ohio and Mississippi Railroad, succeeding Chas. B. Chapman, deceased.

The Lombard and South Street Railway Co., Philadelphia, have elected John B. Parsons, formerly of Salisbury, Md., president.

H. M. Hoxie, of the International and Great Northern Railway has been recently elected general manager of the Texas and Pacific Railway.

President Garrett, of the Baltimore and Ohio Railroad is expected home from the south of France in June.

General Whittier of the firm of Lee, Higginson & Co., and Mr. Dodd, of Richardson, Hill & Co., of Boston, go to Europe this Spring on a short vacation.

H. H. Hollister has been appointed Treasurer of the Burlington, Cedar Rapids and Northern Railroad Company in the place of Alexander Taylor, resigned.

R. M. Galloway has been elected president of the Manhattan Elevated Railway Co., as successor to Wm. R. Garrison, who recently resigned.

F. W. Baldwin formerly of the Central Vermont Railroad has received the appointment of assistant superintendent of the Mexican Central Railroad.

Allen Manvel has been appointed assistant general manager of the St. Paul, Minneapolis and Manitoba Railway, with headquarters at St. Paul.

C. W. Bradley succeeds M. V. McCracken, recently resigned, as manager of the Cincinnati Northern Railway.

The death, in London, of R. J. Reekie, a prominent railroad contractor and civil engineer of Montreal is announced by cable.

C. E. A. Bartlett, for many years past the Treasurer of the Boston and Lowell Railroad Company, has been selected to fill the position of manager of the road in the place of Hocum Hosford, deceased.

At recent meetings of the Columbus and Toledo, the Columbus and Hocking Valley and the Ohio and West Virginia Railway Companies, Col. Orland Smith was appointed vice-president and general manager of the three roads.

Collingwood Schrieber, Chief Engineer of Government Railways, Canada, has gone to Winnipeg, it is believed for the purpose of arranging for the transfer of the finished portions of the Canada Pacific Railway to the Syndicate.

Charles Donnelly has resigned the Presidency of

the Somerset and Cambria Railroad Company, and J. B. Washington, Assistant Auditor of the Baltimore and Ohio Railroad Company has been elected to succeed him.

C. W. Smith, formerly of the Chicago, Burlington and Quincy and more recently traffic manager of the New York, Lake Erie and Western Railroad, has been appointed general manager of the Chesapeake and Ohio Railway.

Fred. Grant has tendered his resignation as First Lieut. in the Fourth Cavalry and Lieut.-Col. on the staff of the Lieut.-General of the Army, to accept a position with the Chicago, Texas and Mexican Central Railroad Company.

By some recent changes among the officers of the New York Central and Hudson River Railroad, J. Tillinghast is made assistant to the president, an entirely new office ranking next to vice-president; J. M. Toucey is made general manager of the main line and C. M. Bissell general superintendent of the Hudson River and Harlem divisions.

H. R. Duval, general manager of the Great Western Despatch, and the Erie and Pacific Despatch, has announced the appointment of Norman C. Jones as the Southwestern agent of these lines, with his office at Dallas, Texas, to have charge of the interests of the lines in Arkansas, Texas, Louisiana, Colorado, New Mexico and Southern California.

Edward Huntingdon, one of the engineers for constructing the Utica and Schenectady Railroad and the enlargement of the Erie Canal, died at Rome, N. Y., Sunday morning. He was a member of the State Constitutional Convention of 1846, president of the Rome Savings and Exchange Banks and the Rome Iron Works.

George Chauncey, who for some time has been the station agent of the Delaware, Lackawanna and Western Railroad at Fulton, N. Y., has received an appointment to a position on the Atchison, Topeka and Santa Fe Railroad, where his duties will be the inspection and supervision of agents along the line of the road. His headquarters will be at Topeka, Kansas.

James R. Wood, whose appointment as general passenger agent of the Pennsylvania Railroad has been confirmed by the board of directors, has during the past eleven years made rapid advances in a railroad career the duties of which have involved much responsibility and skillful management. In 1870 he was train master on the western division of the Burlington and Missouri River Railroad. He was afterwards general passenger agent at Chicago, and later general agent of the land and passenger departments of the same road. At later periods he was connected with the Michigan Central as assistant general superintendent and also as assistant passenger agent. Three years ago he took the position of general passenger agent of the Chicago, Burlington and Quincy Railroad.

Railroad Earnings.

The earnings of the Grand Trunk Railway for week ending April 9, were \$218,912; corresponding week last year, \$206,797; increase, \$12,115; aggregate increase for 15 weeks this year over corresponding weeks last year, \$153,016; miles open 1464.

The earnings of the Chicago and Grand Trunk Railway for week ending April 9, were \$26,988; corresponding week last year, \$24,054; increase, \$2,934; aggregate increase from January 1 to April 9th, over corresponding time last year, \$54,963.

The earnings of the Denver and Rio Grande Railway for second week of April were \$95,681 as com-

pared with \$36,388 for corresponding week last year; miles now operated 551, last year 337.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending April 14, were \$115,082 44; week ending April 7, \$86,722 82; total for two weeks \$201,805 26. For 1880 the earnings for corresponding weeks were respectively \$82,669 27 and \$32,886 47; total, \$115,555 74; an increase for the two weeks of this year of \$36,249 52. From Jan. 1 to April 14 the aggregate earnings were \$936,436 92; corresponding period last year, \$745,236 81; increase, \$191,200 11.

Underground Wires.

The Philadelphia Record says that the National Underground Electric Company is making rapid progress in the good work of ridding the city of the unsightly telegraph poles and the annoyance to householders of wire fixtures upon their roofs, and then adds:

The system of the National Underground Electric Company is claimed to be the simplest and most inexpensive plan for laying underground wires yet discovered, and has been so pronounced by experts. The system or method consists of cylindrical blocks of terra cotta, with numerous small holes, forming continuous tubes, covered with a vitrified glazing on the outer and inner surfaces. These blocks are laid end to end and firmly cemented together, thus making a series of terra cotta pipes in a single line of blocks. These are laid in sections, and at convenient distances excavations are made in the ground and carefully bricked up and cemented, thus making an underground waterproof chamber between the sections. As the blocks are laid a single wire or carrier is placed in each hole or conduit, all the wires in each section ending in the sunken chambers. The design of this is to enable the linemen to draw the cables or bundles of wires through the perforated blocks by means of a reel as fast as needed, and in such numbers as the telegraph companies may require, without digging up the streets each time, as in the case with every other known system.

Philadelphia and Reading Railroad Election.

In the Court of Common Pleas, Philadelphia, on the 13th inst., it was adjudged and decreed that at the election for officers and managers of the Philadelphia and Reading Railroad Company, held on the 14th of March, Frank S. Bond was duly elected President; George F. Tyler, Samuel R. Shipley, John S. Newbold, Edward T. Steel, Charles Parrish and John Lowber Welsh, Managers; Samuel Bradford, Treasurer, and Edward L. Kinsley, Secretary. After argument, on the 19th inst., in the United States Circuit Court, Philadelphia, before Judges McKennan and Butler, upon the application of Frank S. Bond et al., for recognition as legally elected officers of the Philadelphia and Reading Railroad Company, Judge McKennan stated that it was the inflexible purpose of the Court not to be mixed up in any controversy regarding the officers of the company; but as a highly respected Court had adjudged certain persons elected as president and managers of the corporation, proper respect for its decision required that the persons in question should not be debarred from enjoying the privileges and performing the functions of the offices to which they claimed to be entitled; but the Court did not intend to exclude the persons now serving as officers and managers from enjoying similar privileges pending a final decision of

the Court of proper jurisdiction. The following order was made:

And now, to wit, April 19, 1881, the Court orders and directs that the receivers heretofore appointed by this court in the above causes furnish to Messrs. Frank S. Bond, George F. Tyler, Samuel R. Shipley, John S. Newbold, Edward T. Steel, Charles Parrish, John Lowber Welsh, Samuel Bradford and Edward L. Kinsley suitable accommodation in the office of the Philadelphia and Reading Railroad Company, No. 227 South Fourth-st., Philadelphia, for the performance of the duties and functions of the offices to which they claim under the Court of Common Pleas to have been elected in the Philadelphia and Reading Railroad Company; and also to permit the said above-named persons to examine, inspect and have free access to all the books and papers of the said Philadelphia and Reading Railroad in the possession or under the control of said receivers, not excluding nor in any wise interfering with the enjoyment of Franklin B. Gowen and his Board of the same privileges which are hereby accorded to Frank S. Bond and his associates.

Houston and Texas Central Railway.

The following is a comparative statement of earnings and expenses of the Houston and Texas Central Railway for years 1879 and 1880:

Gross earnings, 1879.....	\$3,205,684 88
Gross earnings, 1880.....	3,741,000 47
Increase in gross earnings (16.69 per cent).....	\$533,515 59
Operating expenses (including taxes), 1879.....	\$1,773,771 27
Operating expenses (including taxes), 1880.....	2,007,328 35
Increase in expenses (13.16 per ct.).....	\$233,552 08
Net earnings, 1879.....	\$1,431,913 61
Net earnings, 1880.....	1,733,677 12
Gain in net earnings (21.07 per ct.).....	\$301,763 51
The amount expended during 1880 for steel rails, ties, fastenings, equipment, &c., was \$399,840 87.	

At a joint meeting of the stock and bondholders of the Credit Valley Railway, held in Toronto on the 12th inst., the directors were authorized to issue five per cent debenture stock to the amount of \$20,000 a mile to replace the seven per cent bonds amounting to \$12,000 a mile. The exchange is to be for equivalent amounts. The total amount of the new issue will be \$3,720,000, and the additional interest payable, notwithstanding the reduction from seven to five per cent, will be \$29,760. In case any bondholder refuses to make the exchange, the company is to reserve an amount of debenture stock equal to the bonds refused to be surrendered.

Vice President Bond, of the Texas and Pacific Railway Company, announced on the 8th inst. that rapid progress has been made upon the extension of that road, 100 miles of track having been completed since last November. The road is now finished 233 miles west of Fort Worth, and the contract requires its construction to El Paso, about 600 miles west of Fort Worth, by the beginning of next year. At El Paso connection is made with the Southern Pacific road.

It is expected that the Quebec Central Railroad will be opened for traffic between Levis and Sherbrooke early in May next.

Detroit, Lansing and Northern Railroad.

The gross earnings of this road for the year ending December 31, 1880, were \$1,203,151 65, and the total expenses (except \$73,816 01 for extension to Big Rapids, and \$77,686 57 for new equipment) were \$789,004 84, making the net earnings \$414,146 81. This is an increase in the gross earnings over the preceding year of \$94,219, and in net earnings of \$15,001 86. On August 10, 1880, and February 15, 1881, a dividend of 7 per cent was paid on preferred stock, amounting to \$175,224, and on August 10, 1880, a dividend of 2½ per cent was paid on common stock, amounting to \$45,635. The balance to the credit of the income account after paying the dividend of February 15, 1881, and \$225,296 for interest, was \$15,357 63. The bonded debt was decreased in 1880 by the payment of \$81,000 Iowa and Lansing second mortgage bonds, which matured November 1, 1880. Since January 1, 1881, the bonded debt has been increased by the sale at 17½@17¾ per cent premium, of \$178,000 Detroit, Lansing and Northern seven per cent mortgage bonds, due January 1, 1907, which realized the sum of \$209,180, which has been appropriated to the payment of the Iowa and Lansing bonds and the balance to the completion of the Stanton branch and its equipment. The report of the General Manager shows the total main track operated during the year to be 225.57 miles, an increase over 1879 of 24.29 miles. The total track owned is 263 miles, an increase for the year of 21.94 miles. The new equipment includes 2 freight locomotives, fifty new box freight cars, six first-class passenger coaches and two new 32-foot baggage cars. The General Manager says as to future earnings: "I estimate our gross earnings for the coming year at \$1,300,000 and shall be disappointed if my expectations are not more than realized."

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 9, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	110,665	2,296,269	2,248,631
Schoharie Canal....	6,049	17,579	46,651
Lehigh Valley.....	104,999	1,771,956	1,418,662
Del., Lack. & Western.	60,016	1,045,070	899,678
Shamokin Valley....	19,554	258,888	208,942
Central New Jersey.	53,225	993,231	796,567
United R. R. of New Jersey.....	24,801	401,865	267,806
Pennsylvania Coal ..	20,538	272,056	217,125
Delaware and Hudson	44,906	615,651	832,344
Huntingdon & Broad Top Mt.....	8,205	126,492	118,919
Penn. and New York.	26,432	449,837	393,914
Clearfield, Pa.....	54,056	573,762	344,831

The total tonnage of anthracite coal from all the regions for the week ending April 9, as reported by the several carrying companies, amounted to 400,508 tons, against 630,788 tons in the corresponding week last year, a decrease of 230,276 tons. The total amount of anthracite mined for the year is 6,582,079 tons, against 5,433,798 tons for the same period last year, an increase of 1,098,281 tons. The quantity of bituminous coal sent to market for the week amounted to 108,069 tons, against 75,221 tons in corresponding week last year, an increase of 32,848 tons. The total amount of bituminous mined for the year is 1,197,756 tons, against 930,674 tons for the correspond-

ing period last year an increase of 267,082 tons. The total tonnage of all kinds of coal for the week is 508,577 tons, against 706,004 tons in corresponding week last year, a decrease of 197,427 tons, and the total tonnage for the coal year is 7,729,835 tons, against 6,864,472 tons to same date last year, an increase of 1,865,363 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 2d was 178,283 tons, of which 117,562 tons were coal and 60,721 tons coke. The total tonnage for the year thus far has been 2,232,156 tons, of which 1,605,983 tons were coal and 626,173 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 9 were 89,832 tons, and for the year to that date 432,853 tons, an increase of 15,160 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 30,178 tons; year, 388,617 tons; increase as compared with 1880, 10,601 tons. Chesapeake and Ohio Canal—week, 5,594 tons; year, 12,989 tons; increase as compared with 1880, 4,246 tons. Pennsylvania Railroad—week, 4,050 tons; year, 50,748 tons; increase as compared with 1880, 414 tons. The Reading Railroad coal shipments for last week, ending April 16, were 124,000 tons, of which 22,000 tons were sent to Port Richmond and 33,000 tons shipped thence, and 10,700 tons were sent to Elizabethport and 13,600 tons shipped thence.—[Phila. Ledger, April 18.]

Railway Connection Between Pensacola and Jacksonville.

One of the most important railroad enterprises that has been inaugurated in Florida in a number of years is that which proposes to make a connecting link between Jacksonville and Pensacola. With a view to this purpose the Pensacola and Atlantic railroad company was organized at Pensacola, on the 11th inst., with the following officers: W. F. McCormick, G. A. Stanley, E. De Funak, W. D. Chipley and T. T. Wright. W. D. Chipley was elected president and P. K. Yonge secretary.

Mr. Chipley, the president, is superintendent of the Mobile and Montgomery, the Selma and Pine Apple divisions of the Louisville and Nashville system.

Mr. De Funak, one of the directors, is the general manager of the system, and one of the most brilliant railroad men in the country. The other directors are prominent business men and citizens of Pensacola.

This line will be a continuation of the J. P. & M. road from Chattahoochee, the intersection of the Chattahoochee and Flint rivers, to Pensacola. It will serve an immense scope of country now without railroad facilities, and will connect the western portion of Florida with the eastern. It will be located through much good agricultural country, and for fifty miles will have on its line a virgin forest, the unequalled quality and great quantity of which will serve to extend Pensacola's magnificent timber trade fifty years longer.

Nor only this but the line will shorten the distance between New Orleans and Tallahassee, the state capital, by 430 miles and will give the most direct line from Savannah to the gulf. We are informed that the entire stock has been subscribed and many applications for stock were received after the capital stock had all been taken up.

This new enterprise will be the making of West Florida and will develop an important and fertile agricultural section. It has been the desire of Jackson county for a number of years to get this

road, and several prominent citizens from that county attended the meeting, and aided in carrying out the project to a successful culmination. Evidently the dawn of prosperity in Florida is brightening into open day. With her everglades reclaimed, the two canals and the new railroad, the state has an encouraging future.—Columbus, (Ga.) Enquirer-Sun.

Anthracite Coal Tonnage.

John H. Jones, accountant of the Philadelphia and Reading Railroad Company, furnishes the following statement of the anthracite coal tonnage for the month of March, 1881, compared with the same period last year:

	March, 1881.	March, 1880.
Philadelphia and Reading Railroad.....	495,835 05	461,372 15
Lehigh Valley Railroad	442,059 09	289,427 01
Central Railroad of New Jersey.....	337,753 15	277,579 15
Delaware, Lackawanna and Western R. R.	362,899 17	290,368 17
Delaware and Hudson Canal.....	291,600 05	209,161 05
Pennsylvania Railroad.	143,498 03	121,241 01
Pennsylvania Coal Co.	109,443 09	71,424 02
New York, Lake Erie and Western R. R.	42,751 19	26,302 06
Total.....	2,225,842 02	1,746,872 02

For Year 1881. For Year 1880.

Philadelphia and Reading Railroad.....	1,324,409 03	1,158,519 00
Lehigh Valley Railroad	1,194,625 12	849,170 18
Central Railroad of New Jersey.....	897,777 04	710,104 06
Delaware, Lackawanna and Western R. R.	992,352 09	802,669 02
Delaware and Hudson Canal.....	764,280 12	669,687 09
Pennsylvania Railroad.	441,079 00	307,975 14
Pennsylvania Coal Co.	286,432 01	225,897 03
New York, Lake Erie and Western R. R.	115,694 19	83,784 14

Total..... 6,016,661 00 4,807,758 06—showing an increase for the month of 478,970, and for the year of 1,208,902 14.

The stock of coal on hand at tidewater shipping points March 31, 1881, was 563,063 tons; on February 28, 1881, 395,286 tons; increase, 167,777 tons.

Brooklyn Underground Railway.

The agent of the Brooklyn Underground Railroad Company was ordered on the 15th inst. to file the map of the route of that company in the office of the Register of Kings county, as the same had been signed. The starting point of the road, which begins as an elevated, is at Fulton ferry, and runs parallel with Water street, under the suspended bridge superstructure. At this point it makes a curve and runs parallel with the bridge structure over private property to and across Main street; thence it descends and crosses Prospect street on the surface, ceasing to be an elevated road. Gates are to be erected along the track. Passing under Sands street the road enters a tunnel and continues under Washington and Fulton streets, also Flatbush avenue, to the junction of Atlantic avenue. It will be so arranged that passengers from Coney Island can be brought to this city without change of cars. The central station of the road will be located at City Hall square. The road will continue underground along Flatbush avenue, and there will be

stations at the main entrances of Prospect Park. A branch will run along Ninth avenue to the depot of the Prospect Park and Coney Island Railroad.

Buffalo, New York and Philadelphia R. R.

The Buffalo, New York and Philadelphia Railroad, extending from Buffalo to Emporium, on the Philadelphia and Erie Railroad, with narrow gauge connections and 16,000 acres of coal land has been purchased by a syndicate for \$4,850,000. The syndicate is composed of the following firms: J. & W. Seligman & Co., Drexel, Morgan & Co., Winslow, Lanier & Co., Kidder, Peabody & Co., Clark, Post & Martin and E. W. Clark & Co. The aggregate net earnings of the road and the connections is nearly \$1,000,000. Twenty per cent of the purchase money has been paid, and the balance will be paid in monthly instalments. The new purchasers are to receive the earnings from the first day of May. The roads are to be reorganized with Sherman S. Jewett, of Buffalo, as president, and J. W. Jones, president of the Buffalo, Pittsburg and Western, as vice president, with majority of the directors chosen from the present board of the Buffalo, Pittsburg and Western. These roads, will in about one year, be merged with the Buffalo, Pittsburg and Western, when John W. Jones will become president of all. The Genesee Valley Canal Railroad, previously purchased by Clark, Post & Martin is to be a part of the scheme. This will give terminal facilities in Rochester, and by the new purchases fifty acres of ground in the heart of Buffalo are gained for terminal facilities in that city.

The Philadelphia Record says that the Genesee Valley Canal Railroad, running from Salamanca to Rochester, has been bought for \$128,000 by those who furnished funds for the recent purchase of the Newcastle and Franklin Railroad, and then adds: a number of the stockholders of the Genesee Valley Company were opposed to selling because they had not assurances that it would go into the hands of capitalists who would complete it. They were informed by Clark, Post and Martin, of New York, representatives of the firm of F. W. Clark & Co., of Philadelphia, that \$7,000,000 had been raised for the improvement of this road and important links.

M. L. Bonham, Railroad Commissioner for South Carolina, in his second annual report, just issued, says the condition of the roads in that State has been greatly improved during the past year. The number of miles of main line and branches in the State is 1,407.5. The total income for 1880 of all the roads was \$4,948,074 39; total expenses, \$3,585,766 61, net earnings, \$1,357,307 78. The excess of net earnings last year over the year 1879 was \$446,851 70. Only one passenger was killed during the years 1879 and 1880.

The Harford, Md., Democrat says that the directors of the Baltimore and Delta Narrow Gauge Railroad Company have secured money enough to continue work on the road until the middle of June. By this time, it is estimated, the grading and a large part of the masonry will be completed.

Mitchell & McLean, of Canada, have been awarded the contract for the construction of the

bed of the Washington City and Point Lookout Railroad from Washington, D. C., to Brandywine—17 miles. W. E. Brown, of Nova Scotia, has the contract for the track and bridges.

The foreclosure sale of the Petersburg Railroad, which was to have taken place under a decree of the United States Circuit Court on the 20th inst., at Petersburg, has been postponed by an order from the same Court to May 10.

Grand Trunk Railway of Canada.

The gross earnings, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of February, 1880 and 1881, were as follows:

	1881.	1880.
Gross receipts.....	£158,295	£153,393
Working expenses.....	120,966	112,055

Net profit £37,329 £41,338
—showing an increase in gross receipts of £4,902, with an increase in working expenses of £8,911, making a decrease in net profit of £4,009.

The aggregate for two months ending with February, was:

	1881.	1880.
Gross receipts.....	£322,554	£315,636
Working expenses.....	247,829	231,890

Net profit £74,725 £83,746
—showing an increase in gross receipts of £6,818, with an increase in working expenses of £15,939, making the decrease in net profit £9,021.

A short time ago Emanuel M. Levy, formerly an agent for the New York Life Insurance Company, but now connected with the Equitable Life Assurance Society, was arrested on a charge made by the New York Life Insurance Company that he had embezzled \$965 44 in failing to give to its financial accountant two checks received from one Patrick McCann. The complaint was made after Levy had left the New York Life Insurance Company. Levy said that the money was still in his possession and he was willing to turn it over when the New York Life should settle a claim which he had against the company for something more than \$1,000. Judge Morgan decided that there was no embezzlement and discharged Levy.

At a meeting of the directors of the Western Union Telegraph Company, held in this city on the 15th inst., the following preamble and resolution was adopted: Whereas, The order of the Superior Court of the City of New York, granted March 15th, restrained this Company from the payment of dividends under the resolution passed by this Board on the 9th of March, and the dividend cannot be paid on the 15th of April, as declared; therefore, resolved, that the payment of cash dividend, declared by this Board on the 9th of March last, be and is postponed to such date as may hereafter be fixed by this Board, or by the Executive Committee.

A company is being formed for the manufacture of pig iron on the estate of E. A. Packer, on lands in Rockbridge county, Va. The company have in contemplation the erection of two blast furnaces, each 16 by 60 feet, with Whitball hot blast stoves. This estate embraces between 17,000 and 20,000 acres of iron ore land in Rock-

bridge and several thousand acres of coal land in West Virginia, both on the line of the Chesapeake and Ohio Railway.

Great Western Railway of Canada.

The gross receipts, working expenses and net revenue of the Great Western Railway of Canada for the month of February, 1880 and 1881, excluding leased lines, were as follows:

	1881.	1880.
Gross receipts.....	\$326,700	\$299,900
Working expenses, including transfers to reserve funds..	259,000	226,500

Net \$67,700 \$73,400
—showing an increase in gross receipts of \$26,800, with an increase in working expenses of \$32,500, making a decrease in the net earnings of \$5,700. The above is subject to interest on bonds, etc.

We are indebted to the courtesy of Ex-Judge B. W. Huntington of this city, of counsel for the successful parties, for the information, that the Court of Appeals has just decided that the N. Y. Act of 1853, allowing stockholders on paying to Railroad foreclosure purchasers a proportionate amount of the purchase money, to be entitled to the same relative amount of stock of interest in the company's franchises, &c., is repealed by subsequent inconsistent and repugnant legislation. This decision removes what has operated as an embarrassing cloud upon the title of Railroad foreclosure purchasers in the State of New York.

The Texas Western Narrow Gauge Railroad, together with all rights, franchises and properties, was sold at Galveston, Texas, on the 5th inst., to satisfy a judgment received against the road by the Farmers' Loan and Trust Company of New York, and was bought in by Baker and Botts for \$100,000 for account of Messrs. Stone, Spofford and Chew. It is thought that under the new management the road will be pushed ahead, with Presidio, Del Norte or Eagle Pass as its objective points.

The contract for building the Pittsburgh, Virginia and Charleston Railroad bridge over the Monongahela, at Cunningham's Coal Works has been awarded to Fred. Gwinner. The grading of the railroad on the Redstone branch, has been put out to the following gentlemen: Fred. Gwinner, four sections; Messrs. Bridgers, four; Morgan & Co., four; Hon. T. B. Schnatterly, one. The contract calls for the completion of the work on or before October 1, 1881.

The New York, West Shore and Buffalo Railroad Company have executed contracts for the construction of the western division of the road from Schenectady to and through the gorge at Little Falls. Contracts for the section between the latter place and Oneida will soon be let, and work will be pushed on the entire line as fast as possible.

The St. Paul, Minneapolis and Manitoba Railway Company has contracted with Langdon & Co. for the construction of about 200 miles of line this season, on the Osseo branch from Minneapolis, on the Breckenridge extension from Durbin north and to the Grand Forks branches west toward Devil's Lake and north to Pembina.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage.	1,000,000	6	Jan. & July.	New York.	1918	1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884		
Alabama Great Southern:						1st Mortgage.	547,610	7	"	"	1889		
1st Mortgage, 1878.	1,050,000	6	Jan. & July.	New York.	1908	2d Mortgage.	252,000	7	"	"	1890		
Receiver's Cert. of Ala. & Chat.	600,000	6	"	"	1882	Consolidation Bonds.	528,000	7	June & Dec.	"	1895		
Albany and Susquehanna:						Equipment Notes.	870,000	6	Apr. and Oct.	"	'81-'88		
1st Mortgage, 1893.	1,000,000	7	Jan. & July.	New York.	1888	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910		
2d Mortgage, 1895.	1,957,000	7	April & Oct.	"	1885	Boston, Concord and Montreal:							
Albany Loan.	833,000	6	May & Nov.	"	'95-'97	Sinking Fund Mortgage.	624,000	6	Jan. & July.	Boston.	1889		
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893		
Alexandria and Fredericksburg:						Boston and Lowell:							
1st Mortgage, 1893.	1,000,000	7	June & Dec.	Philadelphia.	1896	Bonds of 1872.	999,500	7	Apr. and Oct.	Boston.	1892		
Allegheny Valley:						Bonds of 1875.	500,000	7	Mar. and Sept.	"	1895		
General Mortgage, 1866.	4,000,000	7 1/2	Jan. & July.	New York.	1896	Bonds of 1876.	750,000	6	Jan. and July.	"	1896		
Special Mortgage to Penn., 1870	3,000,000	6	January.	Harrisburg.	1896	Bonds of 1879.	620,000	5	"	"	1899		
1st M. E. Ext. guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	Boston and Maine:							
Fund. Inc. 2d Lien (traf. guar.)	6,986,900	7	"	Pittsburg.	1894	Bonds of 1883 (coup. and reg.).	3,500,000	7	Jan. and July.	Boston.	'92-'94		
Alliance and Lake Erie:						Boston and New York Air Line:							
1st Mortgage S. F., 1878.	150,000	7 1/2	April & Oct.	New York.	1893	1st mortgage.	500,000	7	Feb. and Aug.	New York.	1895		
Ashabula and Pittsburg:						Boston and Providence:							
1st Mortgage, 1878.	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893		
Atchison, Colorado and Pacific:						Brooklyn Elevated:							
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	1st Mortgage for \$1,500,000.	1,203,000	6 1/2	Mar. and Sept.	New York.	1917		
Atchison, Topeka and Sa. F. & P.						Buffalo, Bradford and Pittsburg:							
1st Mortgage gold, 1869.	7,041,000	7 1/2	Jan. & July.	Boston.	1899	General Mortgage.	550,000	7	Jan. and July.	New York.	1696		
Land Grant Mortgage gold, 1870	3,116,500	7 1/2	April & Oct.	"	1900	Buffalo and Erie (L. S. & M. S.):							
Consolidated Bonds (gold).	278,590	7 1/2	"	"	1903	Mort. bonds, assumed.	200,000	7	Jan. and July.	New York.	1882		
Construction Notes.	78,000	7	Jan. & July.	"	1881	Mort. bonds.	300,000	7	March & Sept.	"	1888		
Land Income Bonds, 1878.	480,000	8	"	"	'88-'89	Mort. bonds.	2,384,000	7	Apr. and Oct.	"	1898		
Bonds for Stocks purchased 1890	1,185,000	5	April & Oct.	"	1909	Buffalo, New York and Erie:							
Wichita and Southwestern:						1st Mortgage.	2,380,000	7	June & Dec.	New York.	1910		
1st Mortgage, guar.	412,000	7 1/2	Jan. & July.	Boston.	1902	Buffalo, New York & Phila.:							
Pueblo and Arkansas Valley:						1st Mortgage.	3,000,000	6 1/2	Jan. and July.	New York.	1899		
1st Mortgage, gold.	1,633,000	7 1/2	Jan. & July.	Boston.	1905	2d Mortgage for \$1,000,000.	545,500	7 1/2	M. J. S. & D.	Buffalo.	1908		
1st Mortgage, gold, guar.	1,942,200	7 1/2	"	"	1906	Burlington, Cedar Rapids & Nor.							
Kansas City, Top. & Western:						1st Mortgage.	6,500,000	5	June & Dec.	New York.	1906		
1st Mortgage, gold.	854,000	7 1/2	Jan. & July.	Boston.	1903	Burl. and Mo. River (C. B. & Q.):							
Income Bonds.	200,000					Land and R. R. Mortgage.	4,621,250	7	April & Oct.	N. Y. & Bost.	1893		
Pleasant Hill and De Soto:						Stock (common) Bonds.	279,000	8	Jan. & July.	"	1694		
1st Mortgage, gold.	120,000	7 1/2	April & Oct.	Boston.	1907	Stock (common) Bonds.	370,500	8	"	"	1899		
Florence, El Colorado & West:						Bur. & Mo. R. in Neb. (C. B. & Q.):							
1st Mortgage, gold.	310,000	7 1/2	April & Oct.	Boston.	1907	Bonds convertible until 1892.	600,000	8	Jan. and July.	Boston.	1883		
New Mexico and So. Pacific:						Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1913		
1st Mortgage, gold.	5,610,000	7 1/2	"	Boston.	1908	Burlington and Southwestern:							
Atlanta and Charlotte Air Line:						1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895		
1st Mortgage (registered).	600,000	7	April & Oct.	New York.	1897	1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892		
1st Mortgage pr ferred.	4,250,000	7	Jan. & July.	"	1907	Cairo, Arr. & T. (St. L., L. M. & S.):							
Atlantic, Miss. and Ohio:						1st Mort., gold (Coup. or Reg.).	1,450,000	7 1/2	June and Dec.	New York.	1897		
1st Mort. consol for \$15,000,000.	5,470,000	7 1/2	April & Oct.	New York.	1901	Cairo & Fulton (St. L., L. M. & S.):							
2d Mort. to State (no int. till '90).	4,000,000					1st Mort. (R. R. and Land).	7,948,000	7	Jan. & July.	New York.	1891		
Norfolk and Peoraburg:						Cairo and St. Louis:							
1st Mortgage, extended.	300,000	8	Jan. & July.	New York.	1887	1st Mortgage.	2,500,000	7	April & Oct.	N. Y. & Lond.	1901		
1st Mortgage, extended.	167,000	7	"	"	1887	California Pacific:							
2d Mortgage.	468,000	8	"	"	1893	1st Mortgage, gold.	2,250,000	7 1/2	Jan. & July.	New York.	1889		
South Side:						2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891		
1st preferred bonds.	684,000	8	Jan. & July.	New York.	'84-'90	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905		
2d preferred bonds.	621,000	8	"	"	'84-'90	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1905		
3d preferred bonds.	452,500	6	"	"	'95-'00	Camden & Amboy (U. Cos. of N. J.)							
Virginia and Tennessee:						Loan of 1893.	1,700,000	6	Feb. and Aug.	Philadelphia.	1883		
Enlarged Mortgage.	990,000	6	Jan. & July.	New York.	1884	Loan of 1889.	866,000	6	June and Dec.	Princeton.	1889		
4th Mortgage.	98,000	8	"	"	1900	Mortgage Loan of 1889.	5,000,000	6	May & Nov.	Philadelphia.	1889		
Registered Certificates.	84,000	8	"	"	1875	Camden and Atlantic:							
Funded Int. est.	226,900	8	"	"	1880	1st Mortgage.	490,000	7 1/2	Jan. & July.	Philadelphia.	1893		
Atlantic and Pacific:						2d Mortgage.	497,000	6	April & Oct.	"	1904		
1st Mort. S. F. for \$25,000,000.	25,000pm	6 1/2	Jan. & July.	N. Y. or Bost.	1910	Camden and Burlington County:							
Income Bds, non-cumulative.	18,750pm	6	April & Oct.	"	1910	1st Mortgage.	350,000	6	Feb. & Aug.	Philadelphia.	1897		
Atlantic and St. Lawrence:						Canada Southern:							
2d Mortgage (sterling), of 1864.	1,500,000	6 1/2	April & Oct.	London.	1881	New Mort. (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908		
3d Mortgage (sterling), of 1871.	713,000	6 1/2	May & Nov.	"	1881	Carolina Central:							
Old Eagle Valley:						1st Mortgage.	3,000,000	6 1/2	Jan. & July.	New York.	1903		
General Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1910	2d Mortgage-Income Bonds.	3,000,000	7	April & Oct.	"	1914		
Baltimore and Ohio:						Catawissa:							
Loan of 1853-'55.	1,710,000	6	April & Oct.	Baltimore.	1885	1st Mortgage (old).	230,500	7	Feb. & Aug.	Philadelphia.	1882		
Loan of 1855-'90 (Balt.) skg fd.	2,383,520	6	Jan. & July.	"	1890	1st Mortgage (new).	1,300,000	7	"	"	1900		
Loan of 1870-'95 (Balt.) skg fund.	2,282,955	6	March & Sept.	London.	1895	Chatell Mortgage.	209,850	5	May & Nov.	"	'89-'90		
Loan of 1873-1902 (skg.) S. F.	8,507,332	6 1/2	"	"	1902	Cedar Falls and Minnesota:							
Loan of 1874-1910 (skg.) S. F.	9,107,547	6 1/2	May & Nov.	"	1910	1st Mort. (O. F. to Waverly).	198,000	7	April & Oct.	New York.	1884		
Sterling Debentures.	968,000	6 1/2	Jan. & July.	"	1881	1st Mort. (W. to Minn. Line).	1,334,000	7	Jan. & July.	"	1897		
Purchase of Connelville R. R.	800,000	6	"	Baltimore.	'81-'00	Cedar Rapids & Mo. Riv. (C. & N. W.):							
Stier. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	1st Mortgage, 1891, (70 miles).	700,000	7	Feb. & Aug.	New York.	1891		
Parkersburg Branch Bonds.	3,000,000	6	April & Oct.	Baltimore.	1919	1st Mortgage, 1888, (18 miles).	592,000	7	"	"	1894		
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	1st Mortgage, 1866, (146 miles).	2,332,000	7	May and Nov.	"	1916		
Bonds to State of Maryland.	366,000	6	"	"	1888	Central Branch Union Pacific:							
Baltimore and Potomac:						1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895		
1st Mort. (Tunnel) gold, S. F.	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	2d Mortgage Govern't at 50 yds.	1,600,000	6 1/2	Jan. & July.	U. S. Treas.	'92-'98		
1st Mortgage (R. R.) gold, S. F.	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	Funded Interest Bonds.	640,000	7 1/2	May & Nov.	New York.			
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	Central of Georgia:							
Bedford and Bridgeport:						General Mort. for \$1,000,000.	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893		
1st Mortgage.	1,000,000	7	April & Oct.	Philadelphia.	1893	Central of Iowa:							
Belleville and Southern Illinois:						1st Mortgage.	3,700,000	7	Jan. & July.	New York.	1899		
1st Mort. guar. by St. L. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	Debt Certificates, coupon.	629,000	7	April & Ori.	"			
Belvidere Delaware:						Central of L. I. (Flush. N. S. & C.):							
1st Mortgage (guar. by U. &)	1,100,000	6	June & Dec.	Philadelphia.	1902	Extension 1st Mortgage.	200,000	7	May & Nov.	New York.	1905		
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	"	1885	Central of New Jersey:							
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	Convertible bonds of 1872.	4,400,000	7	May & Nov.	New York.	1902		
Consolidated Mortgage, 1876.	1,200,600	7	Jan. & July.	Trenton, N. J.	1916	1st Mortgage.	5,000,000	7	Feb. & Aug.	"	1897		
Bennington and Rutland:						Newark Branch Bonds.	600,000	7	Jan. & July.	"	1887		
1st Mortgage.	475,000	7	May & Nov.	New York.	1907	Adjustment Mortgage.	5,550,000	7	May & Nov.	"	1903		
Boston and Albany:						Inc. bonds, reg., non-cumulative	2,450,000	7	"	"	1908		
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	Consol. Mort. for \$25,000,000.	15,000,000	7	J. A. J. & O.	"	1899		
Loan of 1875.	2,000,000	6	Jan. & July.	"	1895	L. & W. B. Coal Co., prior liens.	4,500,000	7	"	"			
Boston, Barre and Gardner:						L. & W. B. Coal Co., Gen. Mort.	11,520,000	7	M. J. S. & D.	New York.	1600		
1st and 2d Mortgages.	584,000	5	April & Oct.	Worcester.	1893	L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	"	1888		
Boston, Revere Beach and Lynn:						Central Ohio (B. and O.):							
1st Mortgage.	138,000	7	Jan. & July.	Boston.	1883	1st Mortgage guaranteed.	2,500,000	6	March & Sept.	Baltimore.	1899		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort. 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'96-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid Bds (Int. by State) gold.	1,500,000	7	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7	June & Dec.	"	1902	....
2d Mort. (Government Subsidy).	26,885,000	6	"	"	'96-'98	....	Sinking Fund Bonds of 1879	6,140,000	6-8	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold.	2,613,000	6	"	"	1889	....	1st Mort. ext. (Gal. & Chi. U.)	1,052,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.)	1,970,166	6	"	"	1889	....	1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'88-'92	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.) ..	687,000	8	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold.	6,050,000	8	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)	150,000	7	April & Oct.	"	1908	....
Land bonds (Cen. Pacific) gold.	6,530,000	6	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)	200,000	7	March & Sept.	"	1906	....
Income bonds, Sinking Fund ..	3,225,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad) ..	100,000	7	"	"	1903	....
Central Vermont:							Winona and St. Peter						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'80	....	Extension Mortgage Bonds	4,256,000	7	June & Dec.	"	1916	....
Income and Extension Bonds ..	1,505,500	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Shuff. and Oh.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	"	1891	....
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000 ..	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000 ..	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$13,000,000 ..	7,253,000	6	June & Dec.	"	1907	....
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.:						
Chesapeake and Ohio:							1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6	Jan. & July.	New York.	1893	....	2d Mortgage	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A"	2,000,000	6	April & Oct.	"	1908	....	Mississippi Central:						
1st Mort. gold "B"	18,000,000	6	May & Nov.	"	1908	....	1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income	10,000,000	6	Jan. & July.	"	1918	....	2d Mortgage	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.L. & Pac.):						
Cincinnati:							1st Mortgage, gold, guar.	5,500,000	7	May and Nov.	New York.	1890	....
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,600,000	6	June & Dec.	New York.	1900	....
1st Mortgage	2,367,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.:						
1st Mortgage, Income	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold	2,800,000	6	May & Nov.	New York.	1916	....
Consol. Bonds (\$200 stig. each).	4,379,750	6	Jan. & July.	London.	1903	....	2d Mortgage, land grant	2,018,000	6	"	"	1898	....
Sinking Fund Gold Bonds	3,000,000	6	May & Nov.	New York.	1903	....	Et. Paul, Stillw'r & Tay. Falls:						
1st Mort. (St. L. & C.) assumed	504,000	7	April & Oct.	"	1894	....	1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,900	7	Jan. & July.	"	1896	....	St. Paul and Sioux City:						
Chicago, Burlington and Quincy:							1st Mortgage, gold	7,000,000	6	April & Oct.	New York.	1919	....
Trust Mortgage, sfg. p'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	553,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	711,800	4	Jan. & July.	Frankfort.	1890	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds	2,358,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1916, Sinking Fund ..	39,000	5	June & Dec.	"	1896	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds	828,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1885	404,000	7	Jan. & July.	New York.	1894	....
Consol. Mortgage for \$30,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000.	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage	3,541,250	7	April & Oct.	New York.	1902	....	1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1908	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C. I., St. L. & C.):						
1st Mortgage	1,090,000	7	Jan. & July.	New York.	1897	....	1st Mortgage	490,000	7	June & Dec.	New York.	1902	....
Chicago, Cinn., Dub. and Minn.:							2d Mortgage, guar.	1,546,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1890, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,870,000	7	Feb. and Aug.	"	1897	....
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.)	187,000	10	March & Sept.	"	1883	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '54	1,000,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana)	490,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.) ..	714,329	7	December.	"	1907	....	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7	March & Sept.	"	1901	....
1st Mortgage, Sterling	6,000,000	6	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C. I., St. L. & C.)						
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....	1st Mortgage, gold	1,120,000	7	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st) ..	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
2d Mort. (now 2d) ..	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage	65,000	7	"	"	1889	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.	1,800,000	7	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000 ..	8,433,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold	288,500	6	Jan. and July.	New York.	1905	....
2d Mortgage	498,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La. Crosse Division).	6,600,000	7	Jan. & July.	"	1893	....	2d Mortgage	1,100,000	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San., Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division).	4,000,000	7	"	"	1902	....	2d Mortgage	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	8	"	"	1896	....	1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,315,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C. C. and C. R. R.) ..	125,000	7	June and Dec.	"	'73-'74	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.) ..	405,000	7	Jan. & July.	"	1890	....
1st Mort. (Mil. and Western) ..	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Southwestern Div.) ..	4,000,000	6	"	"	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:	\$						Dubuque and Dakota:	\$					
1st Mort. guar. by Ph. and Edg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1910	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,550,000	7*	June & Dec.	Boston.	....	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1882	....
1st Mortgage.....	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.....	10,475,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	....	....	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,995,000	7	" "	" "	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'98-'95	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	" "	" "	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Cht. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1883	....	2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
1st Mort. (Tol. Logan & B. & B.)	510,500	7	Feb. & Aug.	" "	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Income (")	87,545	7	" "	" "	" "	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1903	....	Company Bonds (")	634,000	6	" "	" "	'89-'86	....
Union Trust Co. Certificates.....	1,500,000	....	....	....	....	....	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,398,430	4*	" "	Bost. & Lond.	1906	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	" "	" "	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Eel River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,463,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	" "	2882	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	....	Erie-See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburg (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	" "	1890	....
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1888	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	Equipment Mortgage.....	686,000	7	April & Oct.	" "	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,300,000	7	Jan. & July.	New York.	1900	....	Kavanaugh and Terre Haute:						
Connecting (Philadelphia) & E.....							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B. C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	....	1st Mortgage (109 m.).....	611,000	7	May & Nov.	" "	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	253,000	6	Jan. & July.	" "	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Kavanaugh, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	808,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.....	325,000	6*	Jan. & July.	" "	1903	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	" "	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	4	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.....	500,000	6	" "	" "	1897	....
2d Mortgage, sinking fund.....	309,500	8	" "	" "	1908	....	Bonds of 1879.....	500,000	5	" "	" "	1899	....
Plain bonds.....	81,800	6	" "	" "	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly S. F. (\$25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
2d Mortgage.....	200,000	7	" "	" "	1892	....	1st Mort. (Bay C. & L. Sag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (O.H. & D.):							1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Reorgan'n bds (redeem. at will).	.....	6	.....	.....	1910	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	....	Florida Central:						
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	.....	.....	1879	....	2d Mort. (")	400,000	7	" "	" "	1900	....
2d Mortgage.....	185,000	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Income Bonds.....	252,445	7	.....	.....	1879	....	Fonda, Johnstn & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	498,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.....	500,000	8	" "	" "	1896	....
Delaware, Lackawanna & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
2d Mortgage.....	1,033,000	7	March & Sept.	New York.	1881	....	Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	....	Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	March & Sept.	" "	1885	....	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908	....
Denver Pacific (Union Pacific):							Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:							1st Mortgage.....	312,000	7	" "	" "	1899	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	Income Bonds.....	317,082	7	" "	" "	1886	....
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	....	Galena & Chic. Union (C. & N.W.):						
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Denver, South Park and Pacific:							Galv., Harrisburg & San Antonio.						
1st Mort., gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....	1st Mortgage, gold, land grant.....	4,800,000	6*	Feb. & Aug.	New York.	1910	....
Des Moines and Ft. Dodge:							2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	Galveston, Houston & Henderson:						
Detroit & Bay City (Mich. Cent.):							1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....	Geneva, Ithaca and Sayre:						
Detroit, Grand Har. & Milwaukee:							1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (guar. by G. W. of Can)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....	Georgia (and Banking):						
2d Mort. (")	3,500,000	6	" "	" "	1918	....	Company bonds (debentures)...	425,000	7	Jan. & July.			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage	385,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86	....	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sng fund guar.	200,000	8	Jan. & July.	New York.	1882	....
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....	Joliet and Northern Indiana:						
2d Mortgage	3,000	7	"	"	1892	....	1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....	1st Mortgage, guaranteed	455,000	8	Jan. & July.	Philadelphia.	1882	....
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1906	....
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894	....	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	6	"	"	'85-'87	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1883	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1885	....	Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	"	1888	....	1st Mort. assumed by L.S. & M.S.	100,000	6	Jan. & July.	New York.	1884	....
1st Mort. (Quincy & Palmyra)	433,570	8	Feb. & Aug.	"	1892	....	Kalamazoo, & S. Haven (M. Can.):						
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892	....	1st Mortgage guar. by leases	640,000	8	May & Nov.	New York.	1889	....
Harrisburg, Port. Mt. Joy & Lan.							2d Mortgage	70,000	8	"	"	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....	Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mort. as'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Kansas Central:						
Holly, Wayne & Monroe (F. & P.)							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1909	....
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....	Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage	600,000	8	"	"	1910	....
1st Mortgage	280,000	6-7	April & Oct.	New Haven	'91-'98	....	New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Housatonic:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1886	....	1st Mort. L. G. sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
2d Mortgage of 1889	300,000	6	Jan. & July.	Brpt. & Boat.	1889	....	Mortgage on Branches	1,328,000	....	....	....	....	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888	....	Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....	1st Mortgage	2,940,000	4-6	April & Oct.	Boston.	1900	....
Houston, East and West Texas:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mortgage, gold	180,000	7	May and Nov.	New York.	1893	....	1st Mort. (Sumner Co. R. R.)	300,000	7	"	"	1910	....
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L. G. sng fund, gold	6,282,000	7	Jan. & July.	New York.	1891	....	1st Mort. (O. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage (L. G. West. Div.)	2,270,000	7	"	"	1891	....	1st Mortgage	4,496,222	7	"	"	1907	....
1st Mort. (Waco & N. W. Div.)	969,000	7	"	"	1903	....	Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	"	1887	....	Kansas City, St. Louis & Chicago:						
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912	....	1st Mortgage	3,000,000	6	May & Nov.	New York.	1913	....
Consol. Mort., L. G. (Waco & N.)	580,000	8	May & Nov.	"	1916	....	Kan. City, Top. & W. (A. T. & S. F.)						
Huntingdon and Broad Top Mt.:							1st Mortgage	864,000	7	Jan. & July.	Boston.	1906	....
1st Mortgage gold	416,000	7	April & Oct.	Philadelphia	1890	....	Income Bonds	300,000	....	....	....	....	....
2d Mortgage, gold	367,500	7	Feb. & Aug.	"	1895	....	Kansas Pacific (Union Pacific):						
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....	1st Mort. (1st Div. 140 m.) gold	2,240,000	8	Feb. & Aug.	New York.	1896	....
Illinois Central:							1st Mort. (2d Div. 253.94 m.) gold	4,063,000	8	June & Dec.	"	1896	....
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....	1st M. (3d Div. 244.66 m. & 3,000,000 a.)	8,379,000	6	May & Nov.	N. Y. L. & F.	1890	....
Sterling Bonds, £500,000	2,500,000	6	"	London.	1895	....	1st Mortgage (2,000,000 acres) gold	1,460,000	7	Jan. and July.	"	1890	....
Sterling Bonds, £200,000	1,000,000	5	June and Dec.	"	1906	....	2d Mort. (") gold	350,000	7	March & Sept.	New York.	1896	....
Sterling Bonds, Sinking Fund	4,200,000	5	April & Oct.	"	1903	....	1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....	2d Mortgage (Gov't Subsidy)	6,808,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"	....	....	3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Illinois Grand Trunk (C. B. & Q.)							Kentucky Central:						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....	2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	....
Illino's Midland:							2d Mortgage	228,000	7	June & Dec.	"	1886	....
1st Mortgage, gold	4,175,000	7	Jan. & July.	....	1906	....	Keokuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.)							1st Mort. guar. by C. R. I. & P.	2,750,000	6	April & Oct.	New York.	1923	....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....	Knox and Lincoln:						
Indiana, Bloomington & Western:							1st Mortgage	2,896,000	6	Various.	Boston.	'80-'92	....
1st Mortgage, preferred	603,000	7	Jan. & July.	New York.	1900	....	Knoxville and Ohio:						
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	"	1909	....	1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909	....	Lake Erie and Western:						
Income Bonds	1,500,000	6	"	"	1919	....	1st Mortgage, gold	1,815,000	6	Feb. & Aug.	New York.	1919	....
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-cum.)	1,485,000	7	August	"	1899	....
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....	1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"	....	....
2d Mortgage, Income	2,619,000	7	Jan. & July.	"	1906	....	Income (Sandusky Extension)	600,000	....	....	"	....	....
Indianapolis and Madison:							1st Mort. (La., Bl. & Muncie)	2,500,000	6	May & Nov.	"	1919	....
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....	Income (")	1,000,000	7	Annually.	"	1899	....
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....	1st Mortgage, gold	1,000,000	6	April & Oct.	New York.	1910	....
2d Mortgage	906,000	7	April & Oct.	"	1900	....	Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	....	Consol. Mort., S. F. Reg'd	9,411,000	7	J. A. J. & O.	New York.	1900	....
Indianapolis & Vincennes:							Consol. Mort., S. F. Coupon	10,400,000	7	Jan. & July.	"	1900	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....	2d Consol. Mort. for \$25,000,000	2,705,000	7	June & Dec.	"	1905	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....	Bonds of 1892 (Reg. & Coupon)	1,368,000	7	April & Oct.	"	1882	....
International and Gt. Northern:							Lake Shore Dividend Bonds	1,368,000	7	"	"	1899	....
1st Mort. (purchase money) gold	6,024,000	6	May & Nov.	New York.	1919	....	3d Mort. (Olev. Pa. & Ash.)	920,000	7	"	"	1892	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909	....	1st Mort. (Mich. & Nor. Ind.)	5,285,900	7	May & Nov.	"	1885	....
Ionia and Lansing (D. L. & N.)							1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....	2d Mort. (")	819,000	7	April & Oct.	"	1886	....
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	....
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....	Mort. Bonds (")	200,000	7	March & Sept.	"	1886	....
Iowa Midland (C. & N. W.):							Mort. Bonds (") Erie	2,884,800	7	April & Oct.	"	1898	....
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....	1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1908	....
Iowa & Minnesota (C. M. & St. P.)							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....	1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....
Ithaca, Auburn and Western:							1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....	1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....
Jackson, Lans. & Sag. (Mich. Cen.)							1st M. (M						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
New York & Canada (D. & H. O.):	4,000,000	6*	May & Nov.	London.	1904	....	Ohio Central:	3,000,000	6*	Jan. & July.	New York.	1920	....
1st Mort. for £800,000, guar.....							1st Mortgage, gold	3,000,000	7	"	"	"	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	6	"	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,682,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880..	600,000	6	"	"	"	1920	....
Bonds for B. & N. F. st. k. ("")	74,500	6	"	"	1883	....	Ohio and West Virginia:							
Bonds for R. R. Stocks ("")	562,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate ("")	162,000	6	"	"	1883	....	Old Colony:							
Bonds of 1884 renewed ("")	2,391,900	6	June & Dec.	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F.:	1,423,300	7	"	"	1886	....	Plain Bonds	32,000	6	"	"	"	1884	....
1st Mort., coup. } for \$30,000,000	18,725,000	7	Jan. & July.	"	1908	....	Plain Bonds	1,092,000	7	"	"	"	1884	....
1st Mort., reg'd }	9,733,233	6*	"	"	1908	....	Plain Bonds	390,500	7	Various	"	"	1881	....
1st Mort. Sterling for £2,000,000			"	London.	1903	....	Plain Bonds	500,000	6	June & Dec.	"	"	1895	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	"	1897	....
Consol. Mort. for \$4,000,000....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittab. & W.):							
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £	3,600,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:							
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:							
2d Mortgage, Income.....	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,360,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:							
Consol. Mort. for \$12,000,000...	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	300,000	7	March & Sept.	"	"	1900	....
N. York, Hottelstonic & Nor.:							Oregon Pacific:							
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
New York, Lake Erie & West.:							Oswego and Rome (R. W. & Q.):							
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage	200,000	7	Feb. & Aug.	"	"	1891	....
3d Mortgage	4,852,000	7	"	"	1883	....	Oswego and Syracuse (D. L. & W.):							
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1880-1886	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1883	....	Consolidated Mortgage, guar...	338,000	7	March & Sept.	"	"	1907	....
Buffalo Branch, 1st mortgage...	182,800	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:							
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol. Mortgage, gold.....	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:							
1st Consol. M., Fund. Coup. Bds	3,899,246	7*	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income.....	1,141,000	7	April	"	"	1897	....
New 2d do. funded coupons.....	8,597,400	5*	"	"	1909	....	Painesville and Youngstown:							
Income bonds (non-cumulative)	608,008	6*	"	"	1917	....	1st Mortgage, 1880.....	150,000	7	Jan. & July.	"	"	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880....	839,200	7	"	"	"	1910	....
New York and New England:							Panama:							
1st Mort., new for \$10,000,000..	6,468,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subdty, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Pateron, Newark & N. Y. (Erie):							
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	"	"	1900	....
Prior Lien Bonds, gold, 1880....	3,000,000	6*	March & Sept.	New York.	1896	....	Pennsylvania:							
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage.....	10,999,760	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered..	22,201,540	6	April & Oct.	"	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873..	5,000,000	6	M. J. S. & D.	"	"	1905	....
Leased Lines Rental Trust, 1872	8,555,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879..	4,000,000	6	June & Dec.	"	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	London.	1903	....	State lien for \$1,500,000, shg fd.	4,091,675	6*	April & Oct.	Philadelphia.	1881-90	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p.c.)	3,000,000	6*	"	"	"	1900	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:							
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R.R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds.....	3,200,000	6	J. A. J. & O.	"	"	1907	....
Norfolk & Petersb.—See Atl. M. & O.							Bonds gold, guaranteed, 1387..	10,000,000	4*	"	"	"	1911	....
North Carolina:							Pennsylvania & New York (L. V.):							
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1890	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,000,000	7	"	"	"	1900	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. L. & P.):							
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	....	Peoria Decatur and Evansville:							
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1890.....	1,237,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	855,000	6	"	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division).	780,000	6	March & Sept.	"	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum...	750,000	8	"	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:							
2d Mortgage	236,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Edg.):							
Northern Central (Mich.):							1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1897	....
1st Mortgage	1,625,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar...	1,125,000	6*	June & Dec.	"	"	1915	....
Northern Central:							Peterborough (N. H.):							
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	8	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:							
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments) ..	500,000	8	Jan. & July.	New York.	1910-1918	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:							
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	6	"	"	1926	....	1st Mortgage (Md. Div.)	300,000	6	"	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	....	2d Mortgage	400,000	7	"	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):							
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....	1st Mort. (Sanbury & Erie).....	976,000	7	April & Oct.	Philadelphia	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1891	....
Northern Pacific:							2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1898	....
1st Mort., l. g., Mo. Div.....	2,383,896	6	"	New York.	1919	....	General Mort. for \$30,000,000..	3,680,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Pend D'Oreille Div.	1,697,940	6	March & Sept.	"	1919									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:							St. Louis, Alton and Terre Haute:						
1st Mt., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Balt.	1894	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Loan of 1875	800,000	6	" "	" "	1900	....	Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
Loan of 1880	1,000,000	6	June & Dec.	" "	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	450,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (St. Louis & Ird.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Br'h)	2,500,000	7	June & Dec.	New York	1895	....
Consol. Mortgage for \$100,000	8,441,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	" "	" "	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	" "	1912	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
Pittsburg and Connelleville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1888	....	1st Mortgage	2,385,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtle Creek Div.)	225,000	6	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	800,000	7	Jan. & July.	" "	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,968,000	7	March & Sept.	" "	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....	1st & 2d M. on St. Charles Bridge	1,834,500	7	April & Oct.	" "	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....	1st Mort. (Omaha Div.) gold	2,850,000	7	" "	" "	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....	1st Mort. (Clarinda Br.) gold	284,000	6	Feb. & Aug.	" "	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1893	....
2d Mortgage (Series G)	800,000	7	Jan. and July.	" "	1912	....	2d Mortgage A for \$500,000	414,805	6	May & Nov.	" "	1906	....
2d Mortgage (Series H)	800,000	7	Feb. & Aug.	" "	1912	....	2d Mort. B. & C for \$5,200,000	5,064,332	8	" "	" "	1906	....
2d Mortgage (Series I)	800,000	7	March & Sept.	" "	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	" "	1895	....
2d Mortgage (Series J)	800,000	7	April and Oct.	" "	1912	....	Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
2d Mortgage (Series K)	800,000	7	May and Nov.	" "	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	" "	1919	....
2d Mortgage (Series L)	800,000	7	June and Dec.	" "	1912	....	Joplin Railroad Bonds	200,000	....	" "	" "	....	....
2d Mortgage (Series M)	800,000	7	April and Oct.	" "	1912	....	St. Louis, Vandalia & Terre Haute:						
2d Mortgage (Series N)	2,000,000	7	Jan. & July.	" "	1887	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....	2d Mortgage, (A.) guaranteed.	1,600,000	7	May & Nov.	" "	1895	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	" "	1884	....	2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Pittsburg and Lake Erie:							St. Paul, Minn. and Manitoba:						
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to Watab)	380,000	7	Jan. & July.	" "	1892	....
1st Mortgage	1,683,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort., L. G., sinking fund	7,459,500	7	" "	N. Y. & Lond	1909	....
Portland & Ogdensburg:							2d Mortgage, gold	8,000,000	6	April & Oct.	" "	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	1st M., Dakota Ext., for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
New Mort. gold, for \$3,300,000	2,368,000	6	May and Nov.	" "	1901	....	Sand, Mansfield & Newark (B&O)						
Portland and Rochester:							1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) skg f.d.	700,000	6	Jan. & July.	Boston.	1887	....	Savannah, Florida and Western:						
1st Mortgage (equal lien)	300,000	7	April & Oct.	" "	1887	....	1st Mortgage, Consolidated	1,600,000	7	Jan. & July.	" "	1897	....
2d Mort. (Portland Loan) B. F.	450,000	6	Various.	" "	1891	....	Mort. Bonds (Bav., Alb. & Gulf)	300,000	7	" "	New York.	1879	....
Port Royal and Augusta:							1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	" "	1888	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	2d Mort. (")	200,000	7	" "	" "	1889	....
Income bonds	1,500,000	6	" "	" "	1899	....	Savannah, Griffin & North Ala.:						
Portsmouth, Gt. Falls & Conway:							1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	Schenectady and Duaneburg:						
Providence and Springfield:							1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:						
New bonds	1,312,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	290,000	7	April & Oct.	" "	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Balt.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort., Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	" "	" "	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	....	" "	" "	....	....
Rensselaer and Saratoga:							Shenandoah and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart):						
1st Mortgage, gold	800,000	7	" "	" "	....	....	1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							St. Louis City and Dakota:						
1st Mortgage, gold, 1880	5,000,000	7	" "	" "	....	....	1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (St. Louis City & Pembina)	300,000	7	June & De.	" "	1908	....
Virginia State Loan, skg. f.d.	508,000	6	Jan. & July.	Richmond.	1890	....	St. Louis City and Pacific:						
Virginia State bonds, guar.	109,000	6	" "	" "	1875	....	1st Mortgage	1,023,000	6	Jan. & July.	New York.	1898	....
1st Mort. (Piedmont branch)	500,000	8	" "	" "	1888	....	2d Mortgage (Gov. Subsidy)	1,023,000	6	" "	U. S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	1878-90	....	Somerset:						
Consolidated Mortgage	1,768,000	6	May and Nov.	New York.	1904	....	1st Mortgage, gold	450,000	7	Jan. & July.	" "	1891	....
Gen'l Mort. gold for \$4,000,000	1,728,000	6	April & Oct.	" "	1904	....	South Carolina:						
Rich., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	6	Jan. & July.	London.	1878-88	....
Sterling Loan	87,227	6	Jan. & July.	London.	1878-90	....	1st Mortgage (L.) currency	1,061,800	6	" "	New York.	1878-88	....
Dollar Loan	177,316	6	Various.	Richmon't.	1800-90	....	2d Mortgage for \$5,000,000	1,026,500	7	April & Oct.	" "	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	181-94	....	Domestic (T.) Bonds	1,987,500	7	" "	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K.) Bonds	63,500	6	Jan. & July.	New York.	180-92	....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	181-86	....	South and North Alabama:						
New Mortgage of 1875	50,000	7	May and Nov.	" "	1915	....	1st Mort., endor. by Ala., gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,076,940	6	May & Nov.	London.	1903	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....	2d Mortgage	600,000	7	March & Sept.	" "	1882	....
Rome, Watertown & Ogdensburg:							1st Mortgage, Interest Bonds	875,050	7	Feb. & Aug.	" "	1887	....
1st Mortgage (W. & R.) Skg f.d.	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1912	....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....	1st Mortgage gold	1,600,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies 'Payable in Cdn.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:	\$						Warren (D. L. & W.):	\$					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	960,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Ft. Lookout (B&O):						
Syracuse, Bing. & N.Y. (D.L.&W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1908	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.							2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. " " " "	1,197,000	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. " " " "	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. " " " "	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
erre Haute & Logans. (T.H.&I):							1st Mortgage (Lynchburg & Danv.)	1,310,000	7	Apr. and Oct.	"	1898	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Corp. (Orange & Alex.)	872,940	6	Various.	"	73-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	284,000	7*	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1906	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6*	June & Dec.	"	1906	....	Western of Alabama:						
Income and Land Grant.....	3,177,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold, (Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	"	1880	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,153,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'01	....
1st Mortgage, gold, 1881.....	3,000,000	6*	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	8	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	8	"	"	1890	....
2d Mort. Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. " " " "	300,000	6	"	"	1896	....
Troy and Boston:							2d Mort. endor. by Wash. Co.	300,000	6	"	"	1895	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1903	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	60,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,342,600	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	1906-'90	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,399,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	1906-'90	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8*	April & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1903	....
Collateral Trust Bonds.....	3,632,000	6	Jan. & July.	New York.	1903	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1890	....
1st Mortgage (Denver Pacific).....	527,000	7*	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	1906-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7*	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compan's)	5,692,000	6*	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$269,200 (U. Co's)	1,846,000	6*	"	London.	1894	....	1st Mortgage.....	1,000,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$260,000 (")	1,846,000	6*	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	....
Loan of 1884 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7*	May and Nov.	"	1886	....
Loan of 1903 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1894	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1899 (")	856,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	8,163,000	7*	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1893	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	6	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890	....	Plain Bonds.....	490,000	6	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,883,000	7	Jan. & July.	New York.	1903	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,908,780	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,953,500.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,875,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Meristown)	500,000	7	"	"	"	....	1st Mort. (2d series, July 1, 1890	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Theresa)	200,000	7	"	"	"	....	reg. 1st series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	5,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6*	March & Sept.	"	1894	....
Misissquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	5,331,340	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold...	4,653,000	8*	June & Dec.	"	1897	....
Convertible bonds.....	150,000	7	"	"	1885	....	Consolidated Mortgage.....	2,434,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	578,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and Banking):						
General 2d series (blue).....	860,000	7	"	"	1890	....	1st Mortgage.....	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.).....	1,180,800	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,184	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000.....	8,000,000	6*	June & Dec.	New York.	1920	....	Gen'l Mort., guar. by Pa. R. R.	3,000,000	8	Jan. and July.	Philadelphia.	1910	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.</										

See also 466 (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "q."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.			Operations.		
Rolling Stock.				Accounts and Cash.			Railroad Operated.		
Railroad.				Bonds.			Trains Moved.		
Main Line.				Stocks.			Passengers.		
Branch Line.				Surplus Income.			Freight.		
Gauge of Track.				Accounts.			Tons.		
2d Track and Sidings.				Bonds.			Number.		
Engines.				Accounts.			M.		
Pass.				Accounts.			M.		
Cars.				Accounts.			M.		
Freight.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		
M.				Accounts.			M.		

June 27, 1880. 25.5 — 0.54-5.1 8, 4, 3! 429/Chicago Patin & Genthwaite. viii-1-

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Years ending	Railroad.		Rolling Stock.		Companies.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.			
	Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Engines.		Car.		Freight.	Pass.	R. M. E.	Trains Moved.	Passenger.	Freight.		Gross.	Net.	Dividends.
					Par.	P. a.												
Dec 31, 1870	1,440.1	1,484.3	3,664.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119
Nov 30, 1871	1,470.1	1,514.3	3,704.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Oct 31, 1872	1,500.1	1,544.3	3,744.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Sept 30, 1873	1,530.1	1,574.3	3,784.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Aug 31, 1874	1,560.1	1,604.3	3,824.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
July 31, 1875	1,590.1	1,634.3	3,864.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
June 30, 1876	1,620.1	1,664.3	3,904.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
May 31, 1877	1,650.1	1,694.3	3,944.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
April 30, 1878	1,680.1	1,724.3	3,984.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
March 31, 1879	1,710.1	1,754.3	4,024.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Feb 28, 1880	1,740.1	1,784.3	4,064.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Jan 31, 1881	1,770.1	1,814.3	4,104.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Dec 31, 1882	1,800.1	1,844.3	4,144.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Nov 30, 1883	1,830.1	1,874.3	4,184.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Oct 31, 1884	1,860.1	1,904.3	4,224.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Sept 30, 1885	1,890.1	1,934.3	4,264.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
Aug 31, 1886	1,920.1	1,964.3	4,304.7	4-8.5	102	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	
July 31, 1887	1,950.1	1,994.3	4,344.7	4-8.5	102	1,119	1,119	1,119	1,119									

Nov. 20	Oct. 31	Oct. 30	Oct. 29	Oct. 28	Oct. 27	Oct. 26	Oct. 25	Oct. 24	Oct. 23	Oct. 22	Oct. 21	Oct. 20	Oct. 19	Oct. 18	Oct. 17	Oct. 16	Oct. 15	Oct. 14	Oct. 13	Oct. 12	Oct. 11	Oct. 10	Oct. 9	Oct. 8	Oct. 7	Oct. 6	Oct. 5	Oct. 4	Oct. 3	Oct. 2	Oct. 1	Sept. 30	Sept. 29	Sept. 28	Sept. 27	Sept. 26	Sept. 25	Sept. 24	Sept. 23	Sept. 22	Sept. 21	Sept. 20	Sept. 19	Sept. 18	Sept. 17	Sept. 16	Sept. 15	Sept. 14	Sept. 13	Sept. 12	Sept. 11	Sept. 10	Sept. 9	Sept. 8	Sept. 7	Sept. 6	Sept. 5	Sept. 4	Sept. 3	Sept. 2	Sept. 1	Aug. 31	Aug. 30	Aug. 29	Aug. 28	Aug. 27	Aug. 26	Aug. 25	Aug. 24	Aug. 23	Aug. 22	Aug. 21	Aug. 20	Aug. 19	Aug. 18	Aug. 17	Aug. 16	Aug. 15	Aug. 14	Aug. 13	Aug. 12	Aug. 11	Aug. 10	Aug. 9	Aug. 8	Aug. 7	Aug. 6	Aug. 5	Aug. 4	Aug. 3	Aug. 2	Aug. 1	July 31	July 30	July 29	July 28	July 27	July 26	July 25	July 24	July 23	July 22	July 21	July 20	July 19	July 18	July 17	July 16	July 15	July 14	July 13	July 12	July 11	July 10	July 9	July 8	July 7	July 6	July 5	July 4	July 3	July 2	July 1	June 30	June 29	June 28	June 27	June 26	June 25	June 24	June 23	June 22	June 21	June 20	June 19	June 18	June 17	June 16	June 15	June 14	June 13	June 12	June 11	June 10	June 9	June 8	June 7	June 6	June 5	June 4	June 3	June 2	June 1	May 31	May 30	May 29	May 28	May 27	May 26	May 25	May 24	May 23	May 22	May 21	May 20	May 19	May 18	May 17	May 16	May 15	May 14	May 13	May 12	May 11	May 10	May 9	May 8	May 7	May 6	May 5	May 4	May 3	May 2	May 1	April 30	April 29	April 28	April 27	April 26	April 25	April 24	April 23	April 22	April 21	April 20	April 19	April 18	April 17	April 16	April 15	April 14	April 13	April 12	April 11	April 10	April 9	April 8	April 7	April 6	April 5	April 4	April 3	April 2	April 1	March 31	March 30	March 29	March 28	March 27	March 26	March 25	March 24	March 23	March 22	March 21	March 20	March 19	March 18	March 17	March 16	March 15	March 14	March 13	March 12	March 11	March 10	March 9	March 8	March 7	March 6	March 5	March 4	March 3	March 2	March 1	February 28	February 27	February 26	February 25	February 24	February 23	February 22	February 21	February 20	February 19	February 18	February 17	February 16	February 15	February 14	February 13	February 12	February 11	February 10	February 9	February 8	February 7	February 6	February 5	February 4	February 3	February 2	February 1	January 31	January 30	January 29	January 28	January 27	January 26	January 25	January 24	January 23	January 22	January 21	January 20	January 19	January 18	January 17	January 16	January 15	January 14	January 13	January 12	January 11	January 10	January 9	January 8	January 7	January 6	January 5	January 4	January 3	January 2	January 1	December 31	December 30	December 29	December 28	December 27	December 26	December 25	December 24	December 23	December 22	December 21	December 20	December 19	December 18	December 17	December 16	December 15	December 14	December 13	December 12	December 11	December 10	December 9	December 8	December 7	December 6	December 5	December 4	December 3	December 2	December 1	November 30	November 29	November 28	November 27	November 26	November 25	November 24	November 23	November 22	November 21	November 20	November 19	November 18	November 17	November 16	November 15	November 14	November 13	November 12	November 11	November 10	November 9	November 8	November 7	November 6	November 5	November 4	November 3	November 2	November 1	October 31	October 30	October 29	October 28	October 27	October 26	October 25	October 24	October 23	October 22	October 21	October 20	October 19	October 18	October 17	October 16	October 15	October 14	October 13	October 12	October 11	October 10	October 9	October 8	October 7	October 6	October 5	October 4	October 3	October 2	October 1	September 30	September 29	September 28	September 27	September 26	September 25	September 24	September 23	September 22	September 21	September 20	September 19	September 18	September 17	September 16	September 15	September 14	September 13	September 12	September 11	September 10	September 9	September 8	September 7	September 6	September 5	September 4	September 3	September 2	September 1	August 31	August 30	August 29	August 28	August 27	August 26	August 25	August 24	August 23	August 22	August 21	August 20	August 19	August 18	August 17	August 16	August 15	August 14	August 13	August 12	August 11	August 10	August 9	August 8	August 7	August 6	August 5	August 4	August 3	August 2	August 1	July 31	July 30	July 29	July 28	July 27	July 26	July 25	July 24	July 23	July 22	July 21	July 20	July 19	July 18	July 17	July 16	July 15	July 14	July 13	July 12	July 11	July 10	July 9	July 8	July 7	July 6	July 5	July 4	July 3	July 2	July 1	June 30	June 29	June 28	June 27	June 26	June 25	June 24	June 23	June 22	June 21	June 20	June 19	June 18	June 17	June 16	June 15	June 14	June 13	June 12	June 11	June 10	June 9	June 8	June 7	June 6	June 5	June 4	June 3	June 2	June 1	May 31	May 30	May 29	May 28	May 27	May 26	May 25	May 24	May 23	May 22	May 21	May 20	May 19	May 18	May 17	May 16	May 15	May 14	May 13	May 12	May 11	May 10	May 9	May 8	May 7	May 6	May 5	May 4	May 3	May 2	May 1	April 30	April 29	April 28	April 27	April 26	April 25	April 24	April 23	April 22	April 21	April 20	April 19	April 18	April 17	April 16	April 15	April 14	April 13	April 12	April 11	April 10	April 9	April 8	April 7	April 6	April 5	April 4	April 3	April 2	April 1	March 31	March 30	March 29	March 28	March 27	March 26	March 25	March 24	March 23	March 22	March 21	March 20	March 19	March 18	March 17	March 16	March 15	March 14	March 13	March 12	March 11	March 10	March 9	March 8	March 7	March 6	March 5	March 4	March 3	March 2	March 1	February 28	February 27	February 26	February 25	February 24	February 23	February 22	February 21	February 20	February 19	February 18	February 17	February 16	February 15	February 14	February 13	February 12	February 11	February 10	February 9	February 8	February 7	February 6	February 5	February 4	February 3	February 2	February 1	January 31	January 30	January 29	January 28	January 27	January 26	January 25	January 24	January 23	January 22	January 21	January 20	January 19	January 18	January 17	January 16	January 15	January 14	January 13	January 12	January 11	January 10	January 9	January 8	January 7	January 6	January 5	January 4	January 3	January 2	January 1	December 31	December 30	December 29	December 28	December 27	December 26	December 25	December 24	December 23	December 22	December 21	December 20	December 19	December 18	December 17	December 16	December 15	December 14	December 13	December 12	December 11	December 10	December 9	December 8	December 7	December 6	December 5	December 4	December 3	December 2	December 1	November 30	November 29	November 28	November 27	November 26	November 25	November 24	November 23	November 22	November 21	November 20	November 19	November 18	November 17	November 16	November 15	November 14	November 13	November 12	November 11	November 10	November 9	November 8	November 7	November 6	November 5	November 4	November 3	November 2	November 1	October 31	October 30	October 29	October 28	October 27	October 26	October 25	October 24	October 23	October 22	October 21	October 20	October 19	October 18	October 17	October 16	October 15	October 14	October 13	October 12	October 11	October 10	October 9	October 8	October 7	October 6	October 5	October 4	October 3	October 2	October 1	September 30	September 29	September 28	September 27	September 26	September 25	September 24	September 23	September 22	September 21	September 20	September 19	September 18	September 17	September 16	September 15	September 14	September 13	September 12	September 11	September 10	September 9	September 8	September 7	September 6	September 5	September 4	September 3	September 2	September 1	August 31	August 30	August 29	August 28	August 27	August 26	August 25	August 24	August 23	August 22	August 21	August 20	August 19	August 18	August 17	August 16	August 15	August 14	August 13	August 12	August 11	August 10	August 9	August 8	August 7	August 6	August 5	August 4	August 3	August 2	August 1	July 31	July 30	July 29	July 28	July 27	July 26	July 25	July 24	July 23	July 22	July 21	July 20	July 19	July 18	July 17	July 16	July 15	July 14	July 13	July 12	July 11	July 10	July 9	July 8	July 7	July 6	July 5	July 4	July 3	July 2	July 1	June 30	June 29	June 28	June 27	June 26	June 25	June 24	June 23	June 22	June 21	June 20	June 19	June 18	June 17	June 16	June 15	June 14	June 13	June 12	June 11	June 10	June 9	June 8	June 7	June 6	June 5	June 4	June 3	June 2	June 1	May 31	May 30	May 29	May 28	May 27	May 26	May 25	May 24	May 23	May 22	May 21	May 20	May 19	May 18	May 17	May 16	May 15	May 14	May 13	May 12	May 11	May 10	May 9	May 8	May 7	May 6	May 5	May 4	May 3	May 2	May 1	April 30	April 29	April 28	April 27	April 26	April 25	April 24	April 23	April 22	April 21	April 20	April 19	April 18	April 17	April 16	April 15	April 14	April 13	April 12	April 11	April 10	April 9	April 8	April 7	April 6	April 5	April 4	April 3	April 2	April 1	March 31	March 30	March 29	March 28	March 27	March 26	March 25	March 24	March 23	March 22	March 21	March 20	March 19	March 18	March 17	March 16	March 15	March 14	March 13	March 12	March 11	March 10	March 9	March 8	March 7	March 6	March 5	March 4	March 3	March 2	March 1	February 28	February 27	February 26	February 25	February 24	February 23	February 22	February 21	February 20	February 19	February 18	February 17	February 16	February 15	February 14	February 13	February 12	February 11	February 10	February 9	February 8	February 7	February 6	February 5	February 4	February 3	February 2	February 1	January 31	January 30	January 29	January 28	January 27	January 26	January 25	January 24	January 23	January 22	January 21	January 20	January 19	January 18	January 17	January 16	January 15	January 14	January 13	January 12	January 11	January 10	January 9	January 8	January 7	January 6	January 5	January 4	January 3	January 2	January 1	December 31	December 30	December 29	December 28	December 27	December 26	December 25	December 24	December 23	December 22	December 21	December 20	December 19	December 18	December 17	December 16	December 15	December 14	December 13	December 12	December 11	December 10	December 9	December 8	December 7	December 6	December 5	December 4	December 3	December 2	December 1	November 30	November 29	November 28	November 27	November 26	November 25	November 24	November 23	November 22	November 21	November 20	November 19	November 18	November 17	November 16	November 15	November 14	November 13	November 12	November 11	November 10	November 9	November 8	November 7	November 6	November 5	November 4	November 3	November 2	November 1	October 31	October 30	October 29	October 28	October 27	October 26	October 25	October 24	October 23	October 22	October 21	October 20	October 19	October 18	October 17	October 16	October 15	October 14	October 13	October 12	October 11	October 10	October 9	October 8	October 7	October 6	October 5	October 4	October 3	October 2	October 1	September 30	September 29	September 28	September 27	September 26	September 25	September 24	September 23	September 22	September 21	September 20	September 19	September 18	September 17	September 16	September 15	September 14	September 13	September 12	September 11	September 10	September 9	September 8	September 7	September 6	September 5	September 4	September 3	September 2	September 1	August 31	August 30	August 29	August 28	August 27	August 26	August 25	August 24	August 23	August 22	August 21	August 20	August 19	August 18	August 17	August 16	August 15	August 14	August 13	August 12	August 11	August 10	August 9	August 8	August 7	August 6	August 5	August 4	August 3	August 2	August 1	July 31	July 30	July 29	July 28	July 27	July 26	July 25	July 24	July 23	July 22	July 21	July 20	July 19	July 18	July 17	July 16	July 15	July 14	July 13	July 12	July 11	July 10	July 9	July 8	July 7	July 6	July 5	July 4	July 3	July 2	July 1	June 30	June 29	June 28	June 27	June 26	June 25	June 24	June 23	June 22	June 21	June 20	June 19	June 18	June 17	June 16	June 15	June 14	June 13	June 12	June 11	June 10	June 9	June 8	June 7	June 6	June 5	June 4	June 3	June 2	June 1	May 31	May 30	May 29	May 28	May 27	May 26	May 25	May 24	May 23	May 22	May 21	May 20	May 19	May 18	May 17	May 16	May 15	May 14	May 13	May 12	May 11	May 10	May 9	May 8	May 7	May 6	May 5	May 4	May 3	May 2	May 1	April 30	April 29	April 28	April 27	April 26	April 25	April 24	April 23	April 22	April 21	April 20	April 19	April 18	April 17	April 16	April 15	April 14	April 13	April 12	April 11	April 10	April 9	April 8	April 7	April 6	April 5	April 4	April 3	April 2	April 1	March 31	March 30	March 29	March 28	March 27	March 26	March 25	March 24	March 23	March 22	March 21	March 20	March 19	March 18	March 17	March 16	March 15	March 14	March 13	March 12	March 11	March 10	March 9	March 8	March 7	March 6	March 5	March 4	March 3	March 2	March 1	February 28	February 27	February 26	February 25	February 24	February 23	February 22	February 21	February 20	February 19	February 18	February 17	February 16	February 15	February 14	February 13	February 12	February 11	February 10	February 9	February 8	February 7	February 6	February 5	February 4	February 3	February 2	February 1	January 31	January 30	January 29	January 28	January 27	January 26	January 25	January 24	January 23	January 22	January 21	January 20	January 19	January 18	January 17	January 16	January 15	January 14	January 13	January 12	January 11	January 10	January 9	January 8	January 7	January 6	January 5	January 4	January 3	January 2	January 1	December 31	December 30	December 29	December 28	December 27	December 26	December 25	December 24	December 23	December 22	December 21	
---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	---------	---------	---------	---------	---------	---------	---------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	--

City Passenger R. R.....	50	38
--------------------------	------	------	----	----	------

that date at the rate of 8½ per cent per annum; and provided the bonds are received by the Secretary of the Treasury for that purpose on or before the 10th of May next. The form of request which should accompany the bonds forwarded for continuance is as follows:

(P. O. Address:)

1881.

To the Secretary of the Treasury:

Under the terms of the Circular No. 42, issued by the Secretary of the Treasury April 11th, 1881—the undersigned, owner of the below described United States Six per centum Bond—heroby request that—payment be deferred, and that—be continued during the pleasure of the Government, to bear interest at the rate of three and one-half per centum per annum from July 1, 1881, as provided in said Circular, and, in consideration of the premises,—heroby waive and release all right to, or claim for, any interest on said Bond in excess of three and one-half per centum per annum on and after said date of July 1, 1881; and in witness thereof—have hereunto set—hand and seal this day—.

Author- izing Act.	Register- ed Con- pon.	De- nom- ination.	Serial Num- bers.	Amount.
				\$

[Signature in full.]

[SEAL]

NOTE—The seal should be of wafer or wax, if not executed by a corporation. In case the above request is signed by an officer of a bank or other corporation, it should be accompanied by the usual resolution authorizing such officer to act for the institution. This form of request will be furnished upon application to the Secretary of the Treasury.

The following is the indorsement which is to be printed on the face of the 6 per cent bonds which may be received at the Treasury Department for continuance at a lower rate of interest: 'At the request of and for value received by the owner of this bond, the same is continued during the pleasure of the Government, to bear interest at the rate of 3½ per centum per annum from July 1, 1881, payable semi-annually, as provided in Treasury circular No. 42, dated April 11, 1881.'

The governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Michigan Central Railroad Company—Jackson, Lansing and Saginaw Railroad Company consolidated mortgage bonds, \$1,100,000; dated September 1, 1880, payable September 1, 1891; interest 6 per cent payable March 1 and September 1. The entire property is leased and operated by the Michigan Central Railroad Company, which guarantees all the bonds, principal and interest, of the other company, and in addition pays \$70,000 a year rent. The Jackson, Lansing and Saginaw Railroad Company, besides its railroad property, has about 425,000 acres of land, and although this land is not covered by the mortgages for the bonds, that company applies any moneys arising from sales of lands to retiring such bonds.

Chicago, Rock Island and Pacific Railway Company—An additional \$2,500,000 Chicago, Rock Island and Pacific Railroad Company first mortgage bonds; dated 1877, payable July 1, 1917; interest 6 per cent, payable January 1 and July 1. These bonds complete the amount (\$12,500,000) authorized to be issued.

Rochester and Pittsburg Railroad Company—Capital stock, \$1,000,000 in shares of \$100 each;

first mortgage bonds, \$1,800,000; dated February 1, 1881, payable February 1, 1921; interest, 6 per cent, payable February 1 and August 1; income bonds, \$1,870,000, of same date and maturity. The interest on the income bonds is not accumulative. This company is a reorganization of the Rochester and State Line Railway Company by purchase at foreclosure sale. The original first mortgage bonds of that company were issued at the rate of \$25,000 per mile of road, and are provided for as follows: In the new company one-half of the principal is given in a new forty-year six per cent gold bond, issued at the rate of \$12,000 per mile of road; the balance of the principal and the back interest is given in a non-accumulative income bond, issued at the rate of \$16,000 per mile. The road runs from Rochester to Salamanca, a distance of 108½ miles. It connects the New York Central Railroad with the Erie and New York, Pennsylvania and Ohio Railroads at Salamanca. The company has no floating debt.

New Orleans Pacific Railway Company—First mortgage bonds, amount authorized, \$7,100,000, issued, \$1,860,000; dated July 31, 1880, payable July 1, 1920; interest 6 per cent, payable January 1 and July 1. This road is an extension of the Texas and Pacific Railroad, and forms part of the trunk line between New Orleans and San Francisco, and is owned by the Texas and Pacific interest. Its main line extends from New Orleans to Shreveport, La., a distance of 315 miles, of which there are now built sixty-eight miles, from New Orleans to Bayou Goula, and the remainder is under contract to be completed by August 1, 1881. The company has large terminal facilities at New Orleans. The amount of capital stock is at the rate of \$20,000 a mile, of which \$1,124,000 has been issued. The present issue of bonds is at the same rate, and there is no other mortgage on the property. The company has no floating debt.

Louisville and Nashville Railroad Company—St. Louis Division first mortgage bonds, \$3,500,000; dated January 27, 1881, payable March 1, 1921; interest 6 per cent, payable September 1 and March 1; second mortgage bonds, \$3,000,000; dated January 27, 1881, payable March 1, 1980; interest 8 per cent, payable September 1 and March 1. These bonds have been issued in payment for the St. Louis and Southeastern Railroad, extending from East St. Louis to Evansville, Ind., with a branch to Shawneetown, which constitutes the St. Louis Division of the Louisville and Nashville Company to which it is leased; Pensacola Division, first mortgage bonds, \$600,000; dated March 1, 1880, payable March 1, 1920; interest 6 per cent payable March 1 and September 1. These bonds are secured by a first mortgage on a line of railroad extending about forty-five miles from Pensacola, Fla., to a point in Alabama where it connects with the Mobile and Montgomery Railroad. The road is owned by the Louisville and Nashville Company.

The closing quotations on Thursday were: Adams Express, 122@130; American Express, 77½@78¾; American District Telegraph, 55½@58; Atlantic and Pacific Telegraph, —@48; Chicago, Burlington and Quincy, 161½@165; Canada Southern, 73½@74¼; Chicago and Northwestern, 122@122½; do. pref., 134@136; Chicago and Alton, 134½@136; Chicago, Milwaukee and St. Paul, 111½@111¾; do. pref., 122½@122¾; Chicago, Rock Island and Pacific, 135½@136; Cleveland, Columbus, Cincinnati and Indianapolis, 86@86½; Columbus, Chicago and Indiana Central, 24@24½; Delaware and Hudson Canal, 108½@108¾; Delaware, Lackawanna and Western, 118½@118¾; Hannibal and St. Joseph, 58½@58¾; do. pref., 102½@102¾; Illinois Central, 135@135½; Lake Erie and Western, 48@50; Lake Shore and Michigan Southern, 125¾@

125¾; Metropolitan Elevated, 101¾@102¼; Manhattan Elevated, 80¾@80¾; Michigan Central, 105½@105¾; New York Elevated, 116@116½; New York, Lake Erie and Western, 45¾@45¾; do. pref., 85¼@86; New York Central and Hudson River, 143@143½; Ohio and Mississippi, 42¾@42¾; Ohio Central, 29¾@29¾; Pacific Mail, 51¼@51½; St. Louis, Alton and Terre Haute, 45¼@47; do. pref., —@127; Texas and Pacific, 58¾@59; Union Pacific, 117¼@117¾; United States Express, 62¼@63; Wells Fargo Express, 117½@118½; Western Union Telegraph, 116½@116¾; do. ex. div., 81½@81¾; Wabash, St. Louis and Pacific, 46¼@46¾; do. pref., 89¼@89¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 130; Atchison, Colorado and Pacific 1st, 102; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 59¼; Chicago, Burlington and Quincy 8s, 108¾; Chicago and Alton Income, 102; Cedar Falls and Minnesota, 20; Chicago, St. Louis and New Orleans, 74¼; Chesapeake and Ohio 1st pref., 40; do. 2d pref., 29; do. cur. int., 55¾; do. 1st, Series B, 84¾; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 96¼; do. consol., 104; Cincinnati, Sandusky and Cleveland, 60½; Col., Ohl. and Ind. Cent. Inc., 71¼; do. 1st, Trust Co. certif. ass. sup., 117; Chicago, Milwaukee and St. Paul, 3. W. div. 6s, 107¾; do. S. M. div., 106¾; do. Chicago and Pacific div., 110¼; Central Iowa 1st, 113; Chicago and Eastern Illinois Inc., 109; Cairo and Fulton 1st, 112; Cleveland Toledo S. F., 112; Cleve., Col., Cin. and Ind. consol., 120; Denver and Rio Grande, 104¾; do. 1st, 118; do. 1st consol., 113; Denver, South Park and Pacific 1st, 108; Houston and Texas Central 2d, M. L., 123; do. inc. and ind., 103; Isl., Bloom. and Western, 95; do. 1st, 89¾; do. 2d, 80¼; do. Inc., 94; International and Gt. Northern, 69; do. 2d Inc., 98¼; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 72¾; Kansas Pacific 1st consol., 107; do. 6s, Denver Div. ass., 109½; Keokuk and Des Moines, 18; do. 1st, 102; Laf., Bloom. and Muncie 1st, 109; Louisville and Nashville Gen'l mort., 6s, 105½; Lake Erie and Western, 49; do. Inc., 74; do. 1st, 109; Louisville, New Albany and Chicago, 76; do. 1st, 103¾; Lehigh and Wilkesbarre consol. ass., 108¾; do. Inc., 98; Manhattan Beach, 52; do. 7s, 92; Marietta and Cincinnati 1st pref., 17¼; do. 2d pref., 10¾; Mobile and Ohio, 26¾; do. 1st debent., 86¼; do. 2d debent., 59¾; do. 3d debent., 46; do. 4th debent., 44; do. new mort., 113; Missouri, Kansas and Texas, 45¾; do. 6s, 95; do. consol. ass., 107¾; do. 2d, 84¾; Memphis and Charleston, 48; Milwaukee, Lake Shore and Western, 49½; Missouri Pacific 1st consol., 107½; Metropolitan Elevated 2d, 95½; Minneapolis and St. Louis 1st, Iowa Ext., 110; Midland of New Jersey 4-5-6s, 87; Nashville, Chattanooga and St. Louis, 77; New York, Ontario and Western, 84½; Northern Pacific bond certif., 102; Ohio Central, 29¾; do. Inc., 61; do. 1st, 104; do. Terminal Trust, 101; Oregon Railway and Nav., 143; do. 1st, 106¾; Ohio and Mississippi 1st, Springfield div., 120; Peoria, Decatur

and Evansville, 87½; do. Inc. 79; Rome, Watertown and Ogdensburg, 28; do. 1st consol., 86; Rochester and Pittsburg, 29½; do. Inc., 52½; St. Louis and San Francisco 2d, class C, 92½; do. A, 105; do. B, 92½; Southern Pacific of California 1st, 102½; South Pacific 1st, 105; St. Paul and Sioux City 1st, 109; Syracuse, Binghamton and New York 1st, 121½; St. Paul, Minn. and Man., 91; do. 1st, 110½; do. 1st, Dakota Ext., 108; St. Paul and Duluth pref., 76½; St. Louis and Iron Mt., 1st pref. Inc., 95; St. Louis, Kansas City and Northern, Clarinda Branch, 99; do. St. Charles Bridge, 101; Toledo, Peoria and Warsaw, 1st, 116½; Toledo, Delphos and Burlington, 27½; do. 1st 98; Texas and Pacific, 57; do. Income L. G., 84; Denver and Rio Grande div., 97; Utah Southern Gen'l mort., 109½; Washb., St. Louis and Pacific, Gen'l mort., 68, 100½; do. Chicago div., 95; Alabama Class A, 71½; Georgia 6s, 109; do. 7s, gold, 118; Missouri 6s, 1899, 115; do. 1887, 110½; North Carolina consol., 4s, 89½; do. 6s, N. C. R. R. 7½; do. 6s, S. T., 1st, 2d, and 3d class, 8½; South Carolina 6s, non-fund., 10½; Tennessee 6s, old, 72½; do. new, 73; do. new series, 73; Virginia 6s, def., 18; Am. Dist. Tel., 58; Canton Co., 60; Sutro Tunnel, 2½; Colorado Coal and Iron, 54½; do. 1st, 6s, 95½; Consolidation Coal, 31; Caribou Mining, 2½; Central, 4½; Little Pittsburg, 3¾; Mariposa, 7½; do. pref., 8½; Ontario, 37; Silver Cliff, 6½; Standard, 24; Starmont, 3½.

Boston.—Atchison, Jewell County and Western 6s, 1905, 101½; Atlantic and Pacific Block, 120; do. 6s, gold, 102½; Atchison, Topeka and Santa Fe 8s, Inc., 105¾; do. 5s, 1909, 100; Atchison and Nebraska 7s, 1907, 116; Atchison, Colorado and Pacific 6s, 101½; Boston Water Power, 10½; Boston Land, 10½; Boston, Clinton, Fitchburg and New Bedford, 45; do. pref., 124; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 105½; Boston and Maine 7s, 1898, 126½; Boston, Revere Beach and Lynn, 122½; do. 6s, 1895, 117; Chicago and West Michigan, 79; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Connecticut and Passumpsic Rivers R. R., 84½; Connotton Valley, 25½; do. 7s, 1910, 91½; Cincinnati, Sandusky and Cleveland 7s, 1890, 105; Cedar Rapids and Missouri River, 150; Detroit, Lansing and Northern pref., 107; Eastern (N. H.) R. R., 92; Flint and Pere Marquette pref., 88; Illinois Grand Trunk 8s, 1890, 117; Iowa Falls and Sioux City, 63; Jackson, Lansing and Saginaw 8s, 1891, green, 115; Kansas City, Fort Scott and Gulf, 90½; do. 7s, 111½; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Ft. Smith, 75½; do. 7s, 114; Louisiana and Missouri River R. R., 27; Lynn and Boston 6s, 1900, 111; Mexican Central Blocks, new series, 102; do. old, 115; Marquette, Houghton and Ontonagon pref., 75; do. 6s, 99; Massachusetts Central, 6s, 97; Middlesex Horse, 8s, 1885, conv., 122¾; New York and New England 6s, 106½; New Mexico and Southern Pacific 7s, 115½; Nashua and Rochester, 57½; Nashua and Lowell 5s, 1900, 103½; Ogdensburg and Lake Champlain consol. 6s, 94; do. Income 6s, 58; Quincy Railroad Bridge, 148; Portsmouth, Gt. Falls and Conway, 20; Rutland, 5½; do. pref., 80½; do. 6s, 99½; Republican

Valley 6s, E. D., 105; Southern Kansas and Western 7s, 109; Sonora Block No. 3, 255; Summit Branch, 26½; Toledo, Delphos and Burlington, 14½; do. Income, 43; do. 6s, 97½; Union Railway, 140; Vermont Central 7s, 1886, consol., 12; Wisconsin Central, 25; do. 2d series, 59½; Alton Mining Co., 2¾; Atlantic, 12½; Catalpa, 25½; Crescent, 1¾; Contentment, 2½; Duncan, 3; Franklin, 11¾; Harshaw, 10; Osceola, 35; Silver Islet, 29; Sullivan, 4; Washington, 50c.

Philadelphia.—Allegheny Valley Income scrip, 45; Catawissa new pref., 51; Central Transp., 45; Chesapeake and Delaware Canal 6s, 90; Harrisburg and Lancaster 6s, 105; Philadelphia and Trenton R. R. 182½; Pittsburg 7s, W. L., 125; do. Av. 7s, 109¾; Philadelphia and Reading R. R. scrip, 65; Pennsylvania Canal 6s, 98; Pennsylvania and New York Canal 7s, 1906, 128½; Susq. Coal 6s, 114; St. Paul and Duluth, 35½; do. pref., 76; Texas and Pacific consol. mort. 6s, 104; Union and Titusville 7s, 102¾; West Jersey and Atlantic 6s, 110; West Jersey R. R., 82; do. 1st mort. 6s, 118. The latest quotations are: City 6s, 110½; do. free of tax, 127½; do. 4s, new, 106½; Pennsylvania State 6s, 2d series, 101½; do. 3d series, 104½; do. 5s, new loan, 117½; do. 4s, new, 108½; Philadelphia and Reading R. R., 80½; do. consol. mort. 7s, comp. 124½; do. reg., 124½; do. 124½; do. mort. 6s, 117½; do. 7s, 1893, 121½; do. 122½; United New Jersey R. R. and Canal, 184½; Buffalo, Pittsburg and Western, 21½; Pittsburg, Titusville and Buffalo 7s, 97½; Camden and Amboy mort. 6s, 1889, 115½; Pennsylvania R. R., 68½; do. 68½; do. gen'l mort., coupon, 124½; do. reg., 126½; do. consol. mort. 6s, reg., 119½; Little Schuylkill R. R., 53½; Morris Canal pref., 164½; Schuylkill Nav., 5¾; do. pref., 12½; do. 6s, 1882, 88½; do. 89½; do. 1872, 102½; Elmira and Williamsport pref., 54½; do. 6s, 115½; do. 5s, 98½; Lehigh Coal and Navigation, 45½; do. 6s, 1884, 106½; do. R. R. loan, 115½; do. Gold Loan, 115½; do. consol. 7s, 118½; Northern Pacific, 89½; do. pref. 70½; North Pennsylvania, 6s, 106½; do. 7s, 122½; do. Gen'l mort. 7s, reg., 120½; Philadelphia and Erie, 26½; do. 6s, 102½; do. 7s, 117½; Minehill, 59½; Catawissa, 20½; do. pref., 52½; do. new pref., 51½; do. 7s, 1900, 120½; Lehigh Valley 61½; do. 6s, coupon, 121½; do. reg., 122½; do. 2d mort. 7s, 135½; do. consol. mort., 120½; Fifth and Sixth streets (horse), 125½; Second and Third, 110½; Thirteenth and Fifteenth, 70½; Spruce and Pine, 54½; Green and Coates, 85½; Chestnut and Walnut, 96½; Hestonville, 21½; Germantown, 75½; Union, 119½; Lombard and South, 24½; West Philadelphia, 90½; People's, 21½; Continental, 106½.

Baltimore.—Atlanta and Charlotte, 73; do. 1st, 108½; Atlantic Coal, 120; Baltimore City 6s, 1890, 119; do. 6s, 1886, 112½; do. 1886, new, 111; do. 6s, 1884, 106; do. 5s, 1894, 117½; do. 6s, 1916, 122; do. 4s, 1920, 109; Canton Co. 6s, 116; Central Ohio pref., 64; Maryland Defense

6s, 108; do. 5s, 106½; do. 6s, exempt, 1887, 115; Marietta and Cincinnati 1st Sterling, 119; North Carolina 4s, consol., 85½; Northern Central 5s, 100; Ohio and Mississippi, Springfield div., 116; Richmond and Danville, 99; South Side (Va.) 2d, 108; Virginia and Tennessee 2d, 103; Virginia 10-40 coupons, 96; Virginia Peelers, 87; Virginia Black Scrip, 13½; Western Alabama 2d guar., 116; Wilmington, Columbia and Augusta 6s, 110. The latest quotations are: Atlanta and Charlotte 1st, 108½; do. Income, 92½; Baltimore and Ohio, 203½; do. 6s, 1885, 107½; Baltimore City Passenger R. R., 38½; Chesapeake and Ohio Canal 6s, 83½; Consolidation Coal, 32½; Central Ohio 6s, 114½; George's Creek Coal, 104½; Marietta and Cincinnati 1st, 121½; do. 2d, 90½; do. 3d, 46½; Northern Central, 48½; do. 6s, 1885, 110½; do. 6s, 1904, gold, 115½; do. 5s, 1926, 99½; Orange, Alex. and Manassas 7s, 101½; Ohio and Mississippi, S. F., 120½; Pittsburg and Connelville 7s, 124½; Richmond and Danville, 1890, 107½; South Side 3d, 103½; Union Canal endorsed by Canton Co., 121; Virginia and Tennessee 2d, 103½; Western Maryland 2d pref., 109½; Wilmington, Columbia and Augusta 6s, 109½; Baltimore City 6s, 1884, 107½; do. 6s, 1886, 113½; do. 6s, 1890, 119; do. 6s, 1900, 124½; do. 6s, 1902, 123½; do. 5s, 1894, 117½; do. 5s, 1916, 122½; do. 4s, 1902, 109½; Virginia Consols, 80½; do. consol. coupons, 96½; Virginia consols 2d series, 37½; Virginia, 10-40 bonds, 51½; do. 10-40 coupons, 96½.

The river route has been adopted for the Lexington Branch of the Richmond and Alleghany Railroad, and laborers are now engaged above the mouth of the Buffalo.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	\$3,500,000	J. & J.	Jan. '81 31	Little Schuylkill.....	\$2,448,108	J. & J.	Jan. '81 31	Ware River.....100	\$750,000	J. & J.	July '80 31
Ashuelot.....100	210,000	quarterly	Oct. '79 14	Louisville & Nashville.....100	18,130,000	F. & A.	Feb. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe.....100	10,409,300	quarterly	Feb. '81 2	Louisv., N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '80 4	Lowell and Andover.....100	500,000	J. & J.	July '80 31	Westchester & Phil. pref.....100	821,300	J. & J.	July '80 2
Atlantic and St. Law.....100	5,000,000	M. & S.	Sept. '80 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,359,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '80 31	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon.....100	1,455,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M.....100	235,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	Nov. '80 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '81 3
Baltimore and Ohio.....100	14,216,800	M. & N.	May '81 5	Marletta & Cincinnati.....50	1,403,912	—	—	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apr. '81 5	Massachusetts.....100	4,460,368	M. & S.	Sep. '80 31	Worcester and Nashua.....75	1,789,800	J. & J.	Jan. '81 2
Berkshire.....100	800,000	quarterly	Apr. '81 13	Memphis & Charleston.....25	5,312,725	F. & A.	Jan. '81 2	HORSE-POWER R. R.			
Boston and Albany.....100	20,000,000	quarterly	Mar. '81 2	Metropolitan Elevated.....100	6,500,000	quarterly	Apr. '81 24	Albany City.....100	110,300	—	—
Bos., Clin., F. & N. Bel.....100	1,297,600	—	—	Michigan Central.....100	18,738,204	quarterly	May '81 11	Baltimore City.....100	1,000,000	J. & J.	Jan. '81 5
Agricultural Br. guar.....100	60,000	J. & D.	June '78 3	Middlesex Central.....100	2,138,204	F. & A.	Feb. '81 3	Balt., Cat. & El. Mills.....100	—	J. & J.	Apr. '80 3
Boat, Conc. & Mont. pref.....100	800,000	M. & N.	Nov. '80 8	Mill Creek & Minehill.....50	323,375	J. & J.	Jan. '81 6	Boston & Chelsea pref.....50	121,000	A. & O.	Apr. '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2	M. Hill & Schuyl. Harv.....50	3,856,456	J. & J.	Jan. '81 24	Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apr. '78 4
Boston and Maine.....100	6,921,274	M. & N.	May '81 4	Missouri Pacific.....100	12,416,000	quarterly	Apr. '81 11	Broadw. & 7th Av. (N.Y.).....100	2,100,000	J.A.J.O.	Apr. '79 2
Boston and Providence.....100	4,000,000	M. & N.	May '81 4	Mobile and Montgomery.....100	2,794,800	F. & A.	Feb. '80 21	Brooklyn & Hunter's Pt.....100	400,000	A. & O.	Apr. '79 3
Attleborough Branch.....100	131,700	J. & J.	Jan. '81 31	Morris and Essex.....50	15,000,000	J. & J.	Jan. '81 24	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79 4
Post, Revere & Lynn.....100	350,000	J. & J.	Jan. '81 3	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	Jan. '81 6	Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3
Buffalo, N. Y. and Erie.....100	950,000	J. & D.	Dec. '80 31	Nashua and Lowell.....100	800,000	M. & N.	Nov. '80 24	Cambridge.....100	908,000	J.A.J.O.	Apr. '81 4
Burl. & Mo. Riv. in Neb.....100	8,837,900	quarterly	Feb. '78 2	Nashua and Rochester.....100	1,305,900	A. & O.	Apr. '81 11	Can. Park, N. & E. Riv.....100	1,068,400	J. & J.	Jan. '79 3
Camden and Atlantic.....50	377,400	quarterly	Apr. '80 31	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3	Citizens' (Phil.).....50	600,000	J. & J.	Jan. '78 10
Camden pref.....50	838,311	quarterly	Apr. '80 31	Nash, Chat. & St. Louis.....25	6,575,256	A. & O.	Apr. '80 11	Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3	Neagatuck.....100	2,000,000	J. & J.	Jan. '81 6	Coney Island & Brookl.....100	500,000	A. & O.	Oct. '80 5
Carpe May and Millville.....100	447,000	J. & D.	June '80 31	Nequehoning Valley.....50	1,000,000	M. & S.	Mar. '81 24	Continental (Phila.).....50	180,000	J. & J.	Jan. '81 6
Catawba.....50	1,159,600	Oct. ber.	Oct. '80 31	N. Castle & Beaver Val.....50	1,800,000	quarterly	July '80 24	D. Dock, E. B'dw. & Bat.....100	1,200,000	F.M.A.N.	May '79 2
Central of Ala. pref.....50	2,200,000	M. & N.	Nov. '80 31	N. Haven & Northamp.....100	605,000	quarterly	Oct. '80 14	Elizabeth and Newark.....100	200,000	—	—
Central of Ala. 2d pref.....50	1,000,000	M. & N.	Nov. '80 31	New London Northern.....100	1,418,800	quarterly	Oct. '80 14	Fourth Avenue (N.Y.).....100	1,000,000	J. & J.	Jan. '79 6
Central of Ala. 3d pref.....50	889,116	J. & J.	Jan. '80 4	N.Y. Cen. & Hudson R.....100	89,428,330	quarterly	Apr. '81 2	Frankf. & Southw. (Ph.).....50	600,000	A. & O.	Apr. '80 4
Central of Ala. 4th pref.....50	6,850,400	F.M.A.N.	May '81 1	New York and Harlem.....100	8,500,000	J. & J.	Jan. '81 4	Germantown (Ph.).....50	1,000,000	J. & J.	July '80 6
Central of Ala. 5th pref.....50	769,000	F. & A.	Feb. '81 31	New York City Line.....100	1,500,000	J. & J.	Jan. '81 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Central of Georgia.....100	7,500,000	J. & D.	June '80 3	New York & Long Br.....100	2,000,000	—	—	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of New Jersey.....100	18,563,200	quarterly	Apr. '74 24	New York Elevated.....100	6,500,000	quarterly	Apr. '81 24	Green & Coates St. (Ph.).....50	500,000	J. & J.	July '79 6
Central Ohio.....50	2,426,000	J. & J.	Jan. '81 31	N.Y., Lake Erie & West.....100	7,107,700	—	—	Heston, Mantau & Fairm.....50	2,950,000	J. & J.	Jan. '75 11
Central Ohio pref.....50	400,000	J. & J.	Jan. '81 31	N.Y., Lake Erie & West.....100	8,146,700	—	—	Highland.....100	600,000	J. & J.	Jan. '80 4
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3	N. Y., N. H. & Harf.....100	15,500,000	J. & J.	Jan. '81 5	Lomb. & South Sta. (Ph.).....25	105,000	A. & O.	Oct. '79 24
Chenango.....100	880,000	quarterly	July '80 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Lynn and Boston.....100	200,000	—	—
Chesapeake preferred.....100	2,156,300	J. & J.	July '80 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Malden and Melrose.....100	200,000	—	—
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Metropolitan (Boston).....50	1,500,000	J. & J.	Jan. '81 4
Chicago and Alton pref.....100	2,426,400	M. & S.	Mar. '81 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Middlesex (Boston).....100	650,000	M. & N.	Nov. '80 31
Chicago, Burl. & Quincy.....100	31,004,456	M. & S.	Mar. '81 2	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	N. Y., Bay Ridge & Jam.....100	102,540	—	—
Chi., Clin., Dub. & Minn.....100	6,156,000	A. & O.	Apr. '79 31	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Ninth Avenue (N. Y.).....100	797,320	—	—
Chicago, Iowa & Nebras.....100	3,916,200	J. & J.	Jan. '81 3	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Orange and Newark.....100	282,555	—	—
Chi., Mil. and St. Paul.....100	15,404,261	A. & O.	Apr. '81 3	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	People's (Phila.).....25	206,054	—	—
Chicago & N. Western.....100	14,988,257	J. & D.	Dec. '80 3	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Philadelphia City.....50	475,000	J. & J.	Jan. '81 2
Chicago & N. Western pref.....100	21,626,358	quarterly	Mar. '81 11	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Philadelphia and Darby.....20	200,000	J. & J.	July '77 2
Chicago, R. I. & Pacific.....100	50,000,000	quarterly	May '81 11	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Phila. and Grey's Ferry.....50	284,776	J. & J.	Jan. '78 2
Chicago & West Mich.....100	6,151,000	F. & A.	Feb. '81 24	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Pbg. Alleg. & Manchester.....50	200,000	quarterly	Apr. '78 2
Cin., Ham. & Dayton.....100	3,800,000	A. & O.	Oct. '80 2	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Ridge Avenue (Ph.).....50	750,000	A. & O.	Apr. '70 1
Cin., Sand. & Clev. pref.....50	429,037	M. & N.	Nov. '79 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Second Avenue (N.Y.).....100	1,192,500	J.A.J.O.	Apr. '78 2
Clev., Col. Cin. & Ind.....100	14,991,800	F. & A.	Nov. '79 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Second & Third St. (Ph.).....10	92,100	quarterly	Jan. '79 5
Cleveland & Mahoning.....50	2,067,669	M. & N.	Nov. '79 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	17th & 19th streets (Ph.).....50	600,000	J. & J.	Jan. '78 4
Cleveland & Pittsburg.....50	11,236,150	quarterly	Mar. '81 11	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Columbus and Xenia.....50	1,786,209	M.J.S.D.	Mar. '81 11	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Jomerville (Boston).....100	113,000	M. & N.	Nov. '81 4
Colum. & Hocking Val.....100	2,500,000	F. & A.	Mar. '81 11	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	South Boston.....50	400,000	J. & J.	Jan. '81 4
Concord.....100	1,600,000	M. & N.	Nov. '80 5	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	Nov. '80 4
Concord and Ports.....100	850,000	J. & D.	Nov. '80 24	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	13th & 15th street (Ph.).....50	1,000,000	J. & J.	Jan. '81 4
Coan. & Passump Riv.....100	2,176,700	F. & A.	Feb. '81 24	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Cumberland Valley.....40	1,292,950	J.A.J.O.	Jan. '81 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Union (Phila.).....50	400,000	J. & J.	July '80 7
Danbury and Newark.....50	600,000	quarterly	Oct. '80 4	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	West Philadelphia.....50	400,000	J. & J.	July '77 10
Dayton & Michigan.....50	2,401,528	A. & O.	Oct. '80 12	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	CANALS.			
Delaware.....2	1,211,250	quarterly	Jan. '81 2	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Chesapeake & Delaware.....50	1,983,563	J. & D.	June '75 2
Del. & Bound Brook.....100	1,584,400	quarterly	Jan. '81 2	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Delaware Division.....50	1,633,350	—	Feb. '81 3
Del., Lackaw. & Westn.....100	26,200,000	quarterly	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '76 4
Detroit, Lans. & Nor.....100	1,874,000	F. & A.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Delaware and Raritan.....100	5,847,400	—	Apr. '81 24
Dubuque & Sioux City.....100	5,000,000	A. & O.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Lehigh Coal & Navigat.....50	10,848,550	J.S.D.M.	Sept. '75 11
East Pennsylvania.....50	1,309,200	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Monongahela Navigat.....50	1,003,500	F. & A.	July '78 1
East Mahanoy.....50	392,950	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
East Tenn. Va. & Ga.....100	1,988,274	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Morris (preferred).....100	1,178,000	F. & A.	Feb. '78 5
Eastern (Mass.).....100	4,997,600	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Pennsylvania.....50	4,337,200	—	—
Eastern (N. H.).....100	492,500	J. & D.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Schuyl. Nav. (common).....50	1,938,297	annually	Apr. '79 20
El River.....100	8,000,000	—	—	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Schuyl. Nav. (pref.).....50	5,898,977	annually	Apr. '79 20
Elmira, Jelf. & Canand.....100	500,000	M. & N.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	MISCELLANEOUS.			
Elmira & Williamsport.....100	500,000	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Adams Express.....100	12,000,000	quarterly	Feb. '81 2
Erie and Pittsburg.....50	1,090,250	quarterly	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	American Express.....50	18,000,000	J. & J.	Jan. '81 31
Fitchburg.....100	400,000	J. & J.	Apr. '81 14	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Amoskeag Manuf. Co.....100	8,000,000	J. & D.	Dec. '80 5
Frankfort and Kokomo.....100	600,000	—	—	N. Y., N. H. & Harf.....100	15,500,000	quarterly	Feb. '81 2	Calumet and Hecla Mining.....100,000	5,000,000	F.M.A.N.</	

Burl. C. Rapids & Nor.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1880.....	184,316	166,170	188,325	141,562	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881.....	167,760	124,510	148,551										
Central Pacific:													
1879.....	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,863,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000										
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,778	543,723	7,687,226
1881.....	487,890	461,641	511,415										
Chicago and Northwestern:													
1879.....	1,008,321	889,683	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881.....	1,222,250	957,300	1,162,000										
Chicago, Burl. & Quincy:													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000										
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134										
1881.....	128,555	101,965	166,999										
Cin., Ind., St. L. and Chicago:													
1880.....	155,697	172,541											
1881.....	171,466	160,981											
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602										
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961										
1881.....	307,476	317,681	398,493										
Dubuque and Sioux City:													
1880.....	79,923	77,551											
1881.....	79,063	50,2											

COUNTERFEIT NOTE LIST.

1s.
Boston, Mass. National Eagle Letter A, July 1, 1865.
(Photographed.)

2s.
Kinderhook, N. Y. National Union Letter A, July 1, 1865.
*Linderpark, N. Y. National Union " " " "
Newport, R. I. Nat. Bank of Rhode Island. " A, Nov. 1, 1865.
New York, N. Y. Ninth " A, Jan. 2, 1865.
New York, N. Y. Marine " " " "
New York, N. Y. Market " " " "
New York, N. Y. St. Nicholas " " " "
Peekskill, N. Y. Westchester County " A, Aug. 15, 1865.
Philadelphia, Pa. Sixth " A, July 1, 1865.

5s.
Amsterdam, N. Y. Manufacturers' Letter B, April 15, 1875.
Aurora, Ill. First " A, Nov. 2, 1863.
Boston, Mass. Globe (Photographed) " C.
Boston, Mass. Pacific (Photographed) " B, Series, 1875.
Canton, Ill. First " A, May 21, 1864.
Castleton, N. Y. National Bank of Castleton. " D, March 10, 1865.
*Cecil, Ill. First " A, May 10, 1865.
Chicago, Ill. First " " " "
Chicago, Ill. Central " " " "
Chicago, Ill. Merchants' " " " "
Chicago, Ill. Traders' " " " "
Chicago, Ill. German " A, March 10, 1865.
Chicago, Ill. Union " " " "
Dedham, Mass. Dedham (Photographed) " B, Series 1875.
Fall River, Mass. Pocasset (Photographed) " C, Jan. 2, 1865.
*Galena, Ill. First " A, May 10, 1865.
Hanover, Pa. First " D, Feb. 20, 1864.
Jackson, Mich. People's " D, Oct. 2, 1865.
Jewett City, Conn. Jewett City " B, Sept. 1, 1865.
Montpelier, Vt. Montpelier (Photographed) " A, Series 1875.
New Bedford, Mass. Merchants' " C, Feb. 14, 1865.
Nothampton, Mass. First " C, May 2, 1865.
Paxton, Ill. First " A, Oct. 20, 1871.
Pawling, N. Y. National Bank of Pawling. " A, July 20, 1865.
Peru, Ill. First " A, June 2, 1864.
Rome, N. Y. Fort Stanwix " B, Sept. 1, 1865.
Southbridge, Mass. Southbridge (Photographed) " B, May 10, 1875.
Tamaqua, Pa. First " B, July 1, 1865.
Troy, N. Y. National State Bank. " A, May 10, 1865.
Virginia, Ill. Farmers' " " " "
Westfield, Mass. Hampden " C & D, Aug. 1, '65.

Osage, Iowa. Osage National Bank 1,751 to 2,200 560,958 to 561,407
Pontiac, Ill. Nat. Bank of Pontiac. 741 to 765 252,111 to 252,135

10s.

Albany, N. Y. Albany City Letter A, July 20, 1865.
Auburn, N. Y. Auburn City " A, July 20, 1865.
Buffalo, N. Y. Farmers and Manufacturers " A, Aug. 1, 1865.
Lafayette, Ind. Lafayette " A, Dec. 23, 1874.
Lockport, N. Y. First " A, Feb. 20, 1865.
Muncie, Ind. Muncie " A, Feb. 14, 1865.
Newburgh, N. Y. Highland " A, July 1, 1865.
New York, N. Y. American " A, May 12, 1865.
New York, N. Y. Marine " A, July 1, 1865.
New York, N. Y. Market " " " "
New York, N. Y. Mechanics' " " " "
New York, N. Y. Nat. Bank of Commerce. " " " "
New York, N. Y. Nat. Bank State of N. Y. " " " "
Philadelphia, Pa. First " B, Feb. 20, 1864.
Philadelphia, Pa. Third " " " "
Poughkeepsie, N. Y. First " A, Aug. 1, 1865.
Poughkeepsie, N. Y. City " A, July 4, 1865.
Poughkeepsie, N. Y. Farmers and Manufacturers " A, Aug. 1, 1865.
Red Hook, N. Y. First " A, Feb. 20, 1865.
Richmond, Ind. Richmond " A, March 15, 1873.
Rochester, N. Y. Flour City " A, July 1, 1865.
Rome, N. Y. Central " A, May 12, 1865.
Syracuse, N. Y. Syracuse " A, Aug. 1, 1865.
Troy, N. Y. Mutual " A, May 10, 1865.
Waterford, N. Y. Saratoga County " A, July 1, 1865.
Watkins, N. Y. Watkins " A, Aug. 1, 1865.

Albany, N. Y. Merchants' Bank No. 759 to 766 Treasury No. 45,195 to 45,202
Barre, Vermont. Nat. B'k of Barre. 911 to 936 932,805 to 932,830
Boston, Mass. Nat. H. & Leather. 11,919 to 11,972 22,900 to 22,953
New York City. Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

20s.

Indianapolis Ind. First Letter A, Nov. 2, 1863.
New York, N. Y. First " B, July 19, 1865.
New York, N. Y. Market " B, Jan. 19, 1865.
New York, N. Y. Merchants' " B, July 19, 1865.
New York, N. Y. Nat. Bank of Commerce. " " " "
New York, N. Y. Nat. Shoe & Leather. " " " "
New York, N. Y. Tradesmen's " B.

Philadelphia, Pa. Fourth Letter A, March 7, 1864.
Portland, Conn. First " A, May 10, 1865.
*Utica, N. Y. City " B, Aug. 19, 1865.
Utica, N. Y. Oneida " " " "
Albany, N. Y. Merchants' Bank No. 759 to 766 Treasury No. 45,195 to 45,202
Barre, Vermont. Nat. B'k of Barre. 911 to 936 932,805 to 932,830
Boston, Mass. Nat. H. & Leather. 11,919 to 11,972 22,900 to 22,953
New York City. Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

50s.

Buffalo, N. Y. Third Letter A, March 10, 1865.
New York, N. Y. Central " A, April 15, 1864.
New York, N. Y. Union " A, April 15, 1864.
New York, N. Y. Nat. Broadway " A & C, Jan. 10, 1865.
New York, N. Y. Nat. Bank of Commerce. " " " "
New York, N. Y. Tradesmen's " A & D, April 20, '65.
Jersey City, N. J. First National Bank. Bank No. 671 to 760 Treasury No. 19,609 to 19,689
Lynn, Mass. National City Bank. 121 to 150 66,797 to 66,825

100s.

Baltimore, Md. National Exchange Letter. " " " "
Boston, Mass. First " A, Feb. 2, 1864.
Boston, Mass. Nat. Revere. " A, July 20, 1865.
Cincinnati, Ohio. Ohio " A, Dec. 22, 1864.
New York, N. Y. Central " A, April 15, 1864.
New Bedford, Mass. Merchants' " A, Feb. 14, 1865.
Pittsburg, Pa. Nat. B'k of Commerce. " A, Series 1875.
Pittsfield, Mass. Pittsfield " A, July 20, 1865.
Wilkesbarre, Pa. Second. " A, Nov. 2, 1863.
Jersey City, N. J. First National Bank. Bank No. 671 to 760 Treasury No. 19,609 to 19,689
Lynn, Mass. National City Bank. 121 to 150 66,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347.
504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1863, Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 6058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.)
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E.

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamin Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State
* Only notes of the new issue counterfeited.

Wm. Wharton, Jr., of Philadelphia, is about to erect an iron foundry with a view to manufacturing street railway supplies, on Ellsworth street, between Twenty-fourth and Twenty-fifth streets in that city. The foundry will be 50 feet by 73 feet in size, and one story high.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
New York, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND OF TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, \$3 and \$3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



ZERO REFRIGERATOR,
With Water, Wine, Milk and Butter Cooler. The best Food and Ice keeper in the world. Send for book.

A. M. LESLEY,
380 Sixth Ave., N. Y.

WANTED.

DETROIT MUNICIPAL BONDS.
DETROIT AND BAY CITY R. R. BONDS.

BUY AND SELL.

SCIOTO VALLEY R. R. FIRST 7s, DUE 1906.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,

With BOODY, McLELLAN & CO.,
58 BROADWAY, N. Y.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE,
GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits
IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

MAKE TELEGRAPHIC TRANSFERS OF
MONEY

Between this and other countries, through London
and Paris.

Make Collections of Drafts drawn abroad on all points
in the United States and Canada, and of
Drafts drawn in the United States
on Foreign Countries.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic
Instruments, 716 Chestnut St., Phila. (Two medals
awarded by Franklin Institute, and one by Centennial).

J. B. WHITE & BRO.,

MANUFACTURERS OF

ENGLISH PORTLAND CEMENT.

The best for Concrete—Pier Abutments, Tunnel Lining, Culverts, etc.

HOWARD FLEMING, Sole Agent 23 Liberty St., N. Y.

ALSO FOR

English Silicate White Paint.

It never discolors, chalks or cracks off, and covers 20 per cent. better than
White Lead.

THE BEST PAINT FOR FREIGHT CARS.

CHILD & OLIVER,

RAILS, ROLLING STOCK AND SUPPLIES,

59 LIBERTY STREET, NEW YORK.

Railway Securities and Contracts Negotiated.

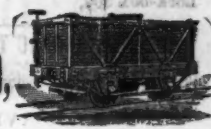
PARDEE CAR WORKS.



WATSONTOWN, PA.,

PARDEE, SNYDER & CO., LIMITED,

PROPRIETORS.



MANUFACTURE

Mail, Baggage, Box, Gondola, Flat, Gravel, Ore, Coal, Mine and Hand Cars,
Kelley's Patent Turn-Tables and Centers for Wooden Turn-Tables,
Car Castings, Railroad Forgings, Rolling-Mill Castings,
Bridge Bolts and Castings.

We have in connection with our Car Works an extensive Foundry and Machine Shop, and are prepared to do a general Machine Business.

Chairman,
ARIO PARDEE.

Treasurer and General Manager,
H. F. SNYDER.

Secretary,
N. LEISER.

The Uncle Sam

RAILROAD CAR AXLE GREASE,

FOR

Passenger, Freight and Mine Car Axles.

Used with or without Waste.

WARRANTED SUPERIOR TO ANY GREASE IN THE MARKET.

CHEAP AND DURABLE.

Samples sent by Express on application free of charge. Please state whether Waste is used or not.

**The Uncle Sam Lubricating Compound and Axle
Grease Works.**

WILBUR F. GEDNEY, Prop'r.,
270 West St., N. Y.

RAILROAD IRON.

THE undersigned, agents of the manufacture, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern. Also Speigel and Ferro Manganese

PERKINS & CHOATE,

23 Nassau Street,
NEW YORK.

First-Class English

IRON & STEEL RAILS,

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and negotiate Loans for Railroad Companies.

WM. A. GUEST & CO.,

17 Nassau Street,
NEW YORK.



Von Laer's Perfect Binder.

For Periodicals, Pamphlets, Music, Manuscript, SCRIPT BOOKS, ETC., ETC.

NO NEEDLES USED.

NO HOLES PUNCHED.

Papers can be removed and replaced, at PLEASURE, WITHOUT INJURY.

UNIVERSALLY PRONOUNCED THE BEST BINDER EVER PRODUCED.

Specially Adapted for the

AMERICAN RAILROAD JOURNAL.

Binder for one Vol. (26 numbers) with title in gold leaf, also name of subscriber, \$1.42,

Address,

E. L. LAMBIE,

Lock-box 300,

Washington, D. C.

BOSTON, HOOSAC TUNNEL & WESTERN Ry.

PULLMAN LINE between BOSTON and the WEST.

VIA THE

Hoosac Tunnel.

ALL THE MODERN APPLIANCES,
STEEL RAILS, IRON BRIDGES,
WESTINGHOUSE IMPROVED AIR BRAKES,
MILLER'S PATENT PLATFORMS & BUFFERS,
COACHES HEATED BY STEAM.

Ask for Tickets via the

Hoosac Tunnel and the New York Lake Erie and Western Ry.

A. A. GADDIS,

Gen'l Manager,

Boston, Mass.

F. L. POMEROY,

Gen'l Pass'r Agent,

NORTH ADAMS, MASS.

LOVELL'S

PROVINCE OF ONTARIO DIRECTORY

FOR 1881-2.

TO BE PUBLISHED IN NOVEMBER, 1881,

Price \$5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

Alphabetical Directory

AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

OF THE

CITY OF MONTREAL.

The same care and attention bestowed on the Dominion and Provincial Directories of 1871 will be given to this work. Subscribers names respectfully solicited. Terms of Advertising made known upon application.

JOHN LOVELL & SON, Publishers.

Montreal, Dec. 290.

BARSTOW STOVE COMPANY.

MANUFACTURERS OF

STOVES, HEATERS AND FURNACES,

For Warming Railway Cars, Stations and Workshops.

They are made of the very best stock, and mounted in the best possible manner. They are powerful heaters,

ECONOMICAL AND DURABLE.

Those desiring to purchase should examine our goods before placing their orders.

OFFICES AND WAREHOUSES,

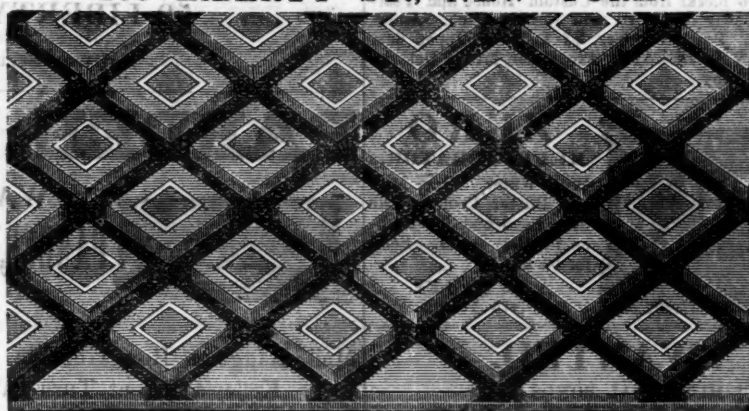
PROVIDENCE, R. I.

56 & 58 Union Street, Boston,
E. A. STEVENS, Agent.

Cor. of Beekman and Water Sts., New York,
CHAS. B. HOTCHKISS, Agent.

PEERLESS MANUFACTURING CO.,

108 LIBERTY ST., NEW YORK.



PATENTED FEBRUARY 18, 1879.

Manufacturers of all kinds of Rubber Goods for Railways and Steamships.

WIRE-COVERED SUCTION HOSE,

WIRE-COVERED AIR-BRAKE HOSE,

DIAPHRAGMS FOR AIR-BRAKES,

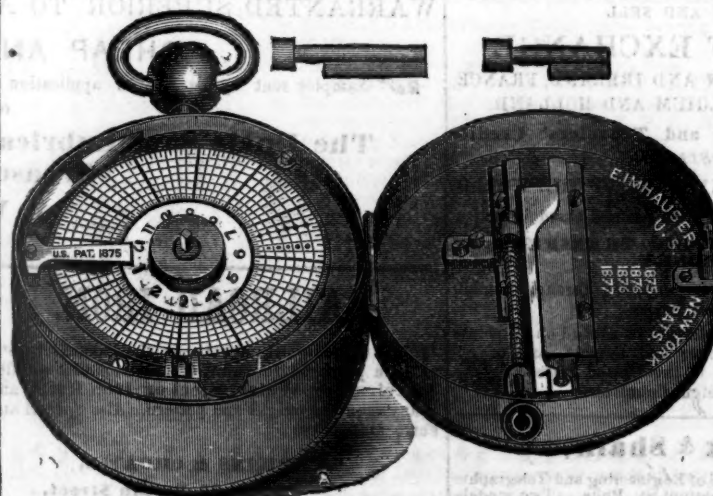
RUBBER-MATS AND STAIR-PLATES.

SEE METROPOLITAN ELEVATED RAILWAY.

NOTE.—The Wire-Covered Section Hose has been adopted by the N. Y. City Fire Dept., and the Wire-Covered Brake by the N. Y. & N. H. R. R. and other.

Mention this paper.

WATCHMAN'S NEW IMPROVED TIME DETECTOR NEW SAFETY LOCK ATTACHMENT.



Important and invaluable for all concerns employing watchmen. Send for circular.

Beware of Infringement.

Patented 1875, 1876, 1878 and 1880.

This instrument is supplied with 12 different keys for 12 stations in or outside of the buildings. Invaluable for all concerns employing night watchmen.

SPECIAL NOTICE.—The "Imhauser" referred to by Buerk is the late firm of Imhauser & Co., consisting of three persons, and has nothing whatever to do with this firm of E. Imhauser.

Send for circulars to

E. IMHAUSER, 212 Broadway, New York; P. O. Box, 2875.



Patent Stretched and Patent Riveted Short Lap

BELTING.

Our Belts are made from pure Oak Tanned Butts, and of the heart or solid part only. No part of the shoulder being used. Any one not familiar with Belt making can readily detect this by the shortness of the lengths and laps. Long laps are made including the shoulder or thinner and softer part of the Leather, causing the Belt to be, in its enduring qualities, no better than its poorest or thinner parts.

Our Belting is warranted to run straight and maintain an even bearing on the pulleys, and sold under the fullest Guarantee.

J. B. HOYT,
D. B. FAYERWEATHER,
HARVEY S. LADEW.

LEATHER BELTING.

Made exclusively from Messrs. J. B. Hoyt & Co.'s Best Oak Butts—shoulders all cut off, only solid leather used—short lengths and short laps—fully warranted.

Rubber Belting and Hose and Packing at lowest prices.

STEPHEN BALLARD & CO.,
16 & 18 Chambers St.,
NEW YORK.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.
WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

To Railroad Builders, Contractors and Superintendents of Large Works.

GOOD HANDS BY DOZENS, HUNDREDS OR Thousands promptly supplied. Please call or send order to G. BARRICELLI & CO., Italian Laborers' Employment Agency, No. 8 City Hall Place.

STEEL CAR PUSHER
Made Entirely of Steel.
ONE MAN with it can easily move a loaded car.
MANUFACTURED BY
E. P. DWIGHT,
DEALER IN
RAILROAD SUPPLIES,
407 Library Street,
PHILADELPHIA.

EAMES VACUUM BRAKE CO., RAILWAY TRAIN BRAKES.

O. BOX 2,878. SALES OFFICE, 15 GOLD ST., NEW YORK. Represented by THOS. PROSSER & SON.
THE EAMES VACUUM BRAKE is confidently offered as the most efficient, simple, durable and cheapest power Brake in the market. Can be in operation upon over fifty roads.

STEEL CASTINGS

FROM 1-4 TO 10,000 lbs. WEIGHT.

True to pattern, sound and solid, of unequalled strength, toughness and durability.
An invaluable substitute for forgings or cast-irons requiring three-fold strength.
CROSS-HEADS, ROCKER-ARMS, PISTON-HEADS, ETC., for Locomotives.
15,000 Crank Shafts and 10,000 Gear-Wheels of this steel now running prove its superiority over other Steel Castings.
CRANK-SHAFTS, CROSS-HEADS and GEARING, specialties.
Circulars and Price Lists free. Address

CHESTER STEEL CASTING CO.

407 Library St., PHILADELPHIA.

Works, CHESTER, Pa.



PASSENGER CARS

Of the Finest Finish, as well as every description of CAR WORK, furnished at Short Notice and at Reasonable Prices by the

HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.

WM. A. COLE & CO., PRESSERS OF OILS,

AND

DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,

NEW YORK.

W. A. COLE,
S. E. HISCOX,
E. T. BELL

A. G. DAY,

MANUFACTURER OF

Kerite Insulated Telegraph Wire and Cables,

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

C. B. HOTCHKISS, General Agent.

BETHLEHEM IRON CO. IRON AND STEEL RAILS.

GEO. A. EVANS,

74 Wall Street.

Safety Railroad Switches

WITH
MAIN TRACK UNBROKEN.

RAILROAD CROSSINGS, FROGS,
and other
ROADWAY SUPPLIES.

MANUFACTURED BY

**THE WHARTON
RAILROAD SWITCH CO.**

Office, 28 South 3d Street.
Works, 23d and Washington Ave.
PHILADELPHIA.

**THE ROGERS
Locomotive & Machine**

WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't. } Paterson, N. J.

R. S. HUGHES, Treasurer,
44 Exchange Place, New York.

**A. WHITNEY & SONS,
CAR WHEEL WORKS,**

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks
and Tenders. CHILLED DRIVING WHEELS and
TIRES for Locomotives. ROLLED and HAMMERED
AXLES.

WHEELS and AXLES FISHED COMPLETE.

ESTABLISHED 1873.

**LONERGAN'S
SECRET SERVICE,**

T. E. LONERGAN, Proprietor,
82 & 84 Nassau Street, New York.

The investigation of frauds on Railway Companies
a specialty.

RIEHLÉ BROS.
STANDARD

SCALES
AND
**TESTING
MACHINES**

Office and Works, 9th st. above Master, Philadelphia.
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.

New York Store, 91 Liberty st.
Pittsburg Store, 272 Liberty St., (under 7th Av. Hotel.
Chicago Office, 167 Washington St., Room 24.

Scales for Railroads, Elevators and Wharves.

Scales for Furnaces, Rolling Mills, Mines, etc.

Testing Machines adopted by U. S. Government

Trucks for Depots, Warehouses, etc.

Geo. V. Halliday & Co., 610 North 4th St., St. Louis, Mo.

Co., Agents, New Orleans, La.

N. B. A liberal discount to the trade. Send for
price.

NO OTHER LINE IS SUPERIOR TO THE

FITCHBURG RAILROAD

HOOSAC TUNNEL ROUTE

WEST.

**8.30 A. DAY
M. EXPRESS.**

Through drawing-room car to Rochester, N. Y., connecting with through sleeping cars
for Cincinnati, Cleveland, Toledo, **DETROIT AND CHICAGO.**

**2.15 P. CINCINNATI
M. EXPRESS.**

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only
Line running Pullman Cars from Boston.) This car runs via Erie Railway, making direct
connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and
New Mexico.

**3.00 P. ST. LOUIS
M. EXPRESS.**

THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

BOSTON TO ST. LOUIS WITHOUT CHANGE!

ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville,
Tolono, Decatur and St. Louis, making direct connection with through Express Trains for
Kansas, Colorado, Texas, and all points in the

SOUTHWEST.

**6.00 P. PACIFIC
M. EXPRESS.**

The only line running a through sleeping car via Buffalo and Detroit without change,
arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Ex-
press Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota,
and all points in the

WEST AND NORTHWEST.

THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.

This Great Short Line passes through the most celebrated scenery in the country, including the famous
HOOSAC TUNNEL, four and three-quarters miles long, being the longest Tunnel
in America, and the third longest in the world.

Tickets, Drawing-Room and Sleeping-Car Accommodations may be secured in Advance
by Applying to or Addressing

250 WASHINGTON STREET, BOSTON. 250

JOHN ADAMS, Gen. Supt. F. L. PARKER, Traffic Manager.

S. W. CUMMINGS, General Passenger & Ticket Agent.

CARS
FOR
ONE HORSE,
WITH or WITHOUT
Platforms,
OR TO
Swing on Trucks.
EVERY
STYLE AND
VARIETY
OF
CONSTRUCTION.



CARS
FOR
TWO HORSES
COMBINING
ALL
Valuable Inventions
ELEGANT
STYLE:
Light & Durable,
Full Size
AND
REDUCED
WEIGHT.

47 EAST 27TH STREET.

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.



OUR CLAIMS.

We claim that our **Finishing Varnishes** are unsurpassed in the following qualities:

- | | | | | |
|----------------|-----------------|---------------|----------------|----------------|
| 1. Uniformity. | 3. Fluency. | 5. Drying. | 7. Fulness. | 9. Durability. |
| 2. Paleness. | 4. Reliability. | 6. Hardening. | 8. Brilliancy. | 10. Economy. |

VALENTINE & COMPANY,

Chicago.

NEW YORK.

Paris.

H. C. SWEET, COAL

OFFICE:
115 LIBERTY ST., near Greenwich,
WHARF, PIER 6, N. R. } NEW YORK.
YARD, 608 WASHINGTON, St. }
Coal and Wood delivered to any part of the City.

ONCE TRIED, ALWAYS USED. PHENIX PACKING.

On Spools and Coils 25 to 150 lbs. for Shipment.

TRADE MARK.
Self-Lubricating. Adapted for all kinds of
Not Frictional. ENGINES,
Exceedingly Pliable. Hot and Cold Water.
Very Durable. PUMPS,
&c., &c., &c.



PATENTED.
Dealers in all kinds of Engineers Supplies.
Phoenix Packing and Rubber Company,
112 Liberty Street, New York.

CHRISTIAN SCHWARTZ, Gen'l Manager.

Fairbanks' Scales THE WORLD'S STANDARD.



Portable Platform Scales.



Railroad Depot Scales.
RAILROAD TRACK SCALES.

800 MODIFICATIONS ADAPTED
TO ALL CLASSES OF BUSINESS.

The Oldest and Largest Scale Company in the World.

FAIRBANKS & CO.
311 Broadway, N. Y.

ESTABLISHED IN 1831.

AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopedia* and other standard foreign and domestic publica-

tions. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

The *American Railroad Journal's* list of patrons is composed largely of the oldest and heaviest financial houses in the United States, Great Britain and the Continent, and of railway companies, manufacturing establishments, and banking and commercial houses in this country.

From THE NORWICH (Conn.) DAILY BULLETIN.

The *American Railroad Journal*, founded in 1831, is the oldest railroad paper in the world. The carefully prepared list of bonds and stocks, their description and value, which has always been given more freely by this journal than any other, is one of its more noteworthy valuable features.

From THE PITTSBURG (Pa.) CHRONICLE.

The *American Railroad Journal* is authority on railroad news.

From THE WASHINGTON (D. C.) LAW REPORTER.

The *American Railroad Journal* is a most valuable publication, and to all persons interested in American railroads, bonds, shares, including mileage, rolling stock, debts, income, dividends, etc., etc., it is almost invaluable.

TERMS OF SUBSCRIPTION FIVE DOLLARS PER ANNUM.

Sample Copies sent on Application. Address

AMERICAN RAILROAD JOURNAL COMPANY,
NEW YORK.

NEW YORK, LAKE ERIE & WESTERN RAILWAY. TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,
General Superintendent.

JNO. N. ABBOTT,
General Passenger Agent.

SWIFT'S IRON AND STEEL WORKS, 26 West Third St., CINCINNATI, O.,

Manufacturers of all Weights of Standard and Narrow-Gauge Rails by most Approved Process. Also Rail Fastenings, Steel and Bloom Boiler Plate, Tank Sheet and Bar Iron.